CYCLE NEWS®

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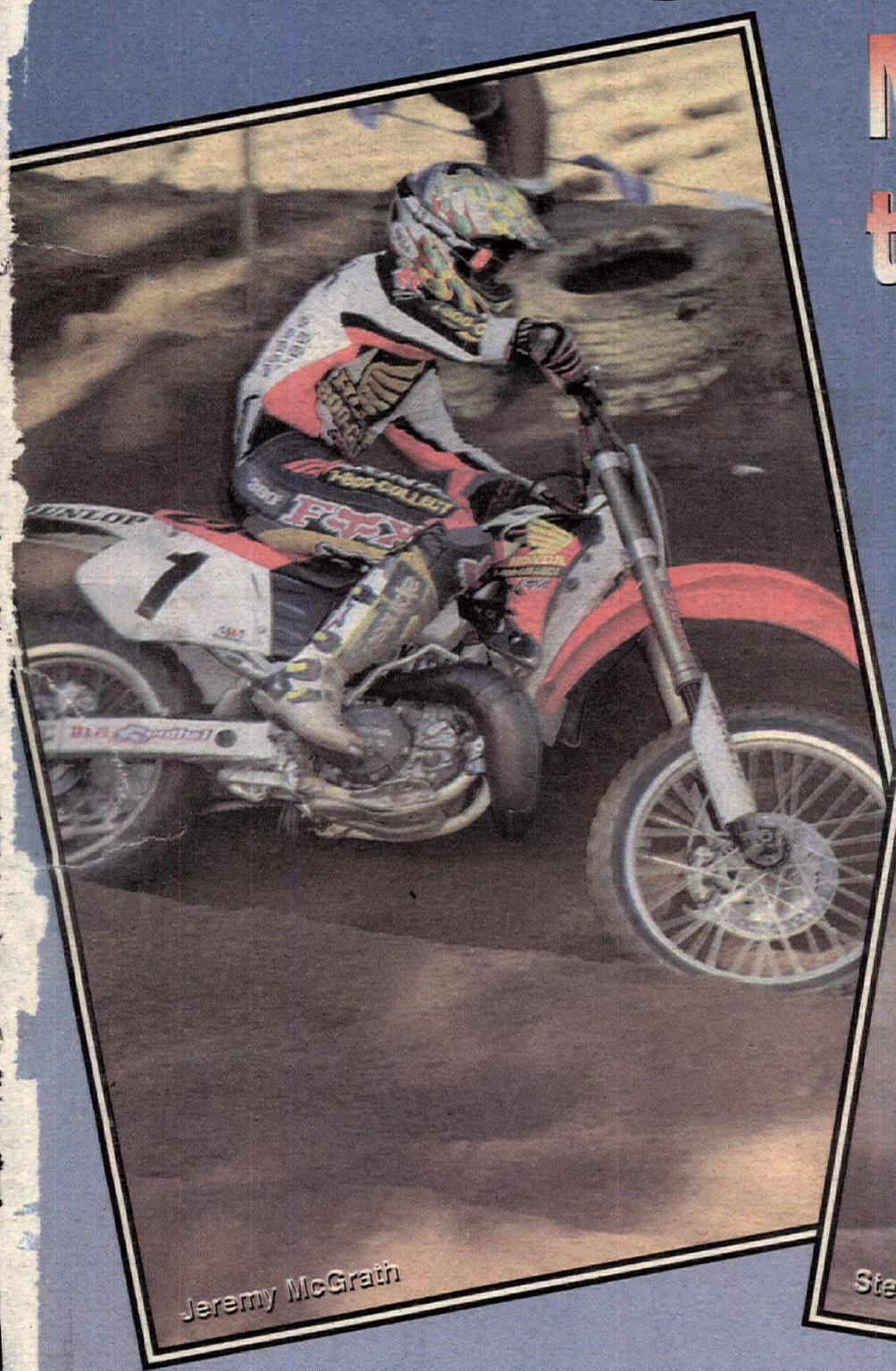
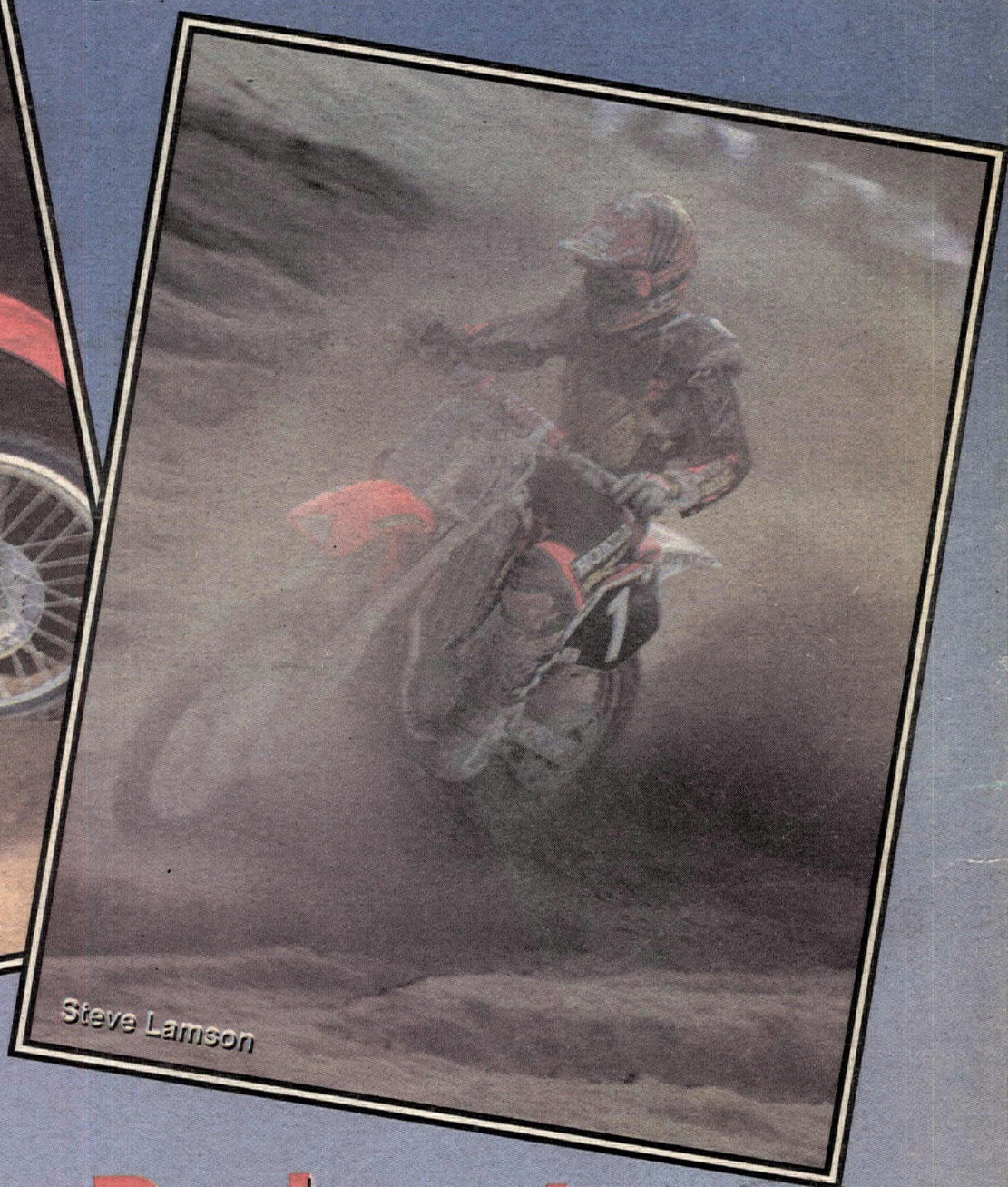
Nothing's changed

McGrath, Lamson take Southwick



Jeremy McGrath



Steve Lamson

Parker, too, at Sedalia

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IN THE WIND

World Championship leader **Sebastien Tortelli** (Kaw) won the British round of the 125cc World Motocross Championship in Foxhill, England, on June 23. Tortelli won both motos with England's **Paul Malin** (Yam) finishing second in both motos. **Michele Fanton** (Kaw) ended up third overall with a 3-3 moto tally. Tortelli now leads Malin by 67 points after eight rounds.

Belgian **Stefan Everts** (Hon) won both motos of the British round of the 250cc World Motocross Championship in Foxhill. Everts beat **Yves Demaria** (Yam) and **Tallon Vohland** (Kaw) in the first moto before topping **Andrea Bartolini** (Yam) and **Marnicq Bervoets** (Suz) in the second moto. Bervoets continues to lead the World Championship point standings, 273-218, over Vohland. Everts is third with 214 points.

Seven-time British National Motocross Champion **Kurt Nicoll** suffered a career-threatening injury when he broke his left leg on the sixth lap of the first 250cc Grand Prix moto at Foxhill on June 22. Nicoll, 30, has finished second four times in the World Championship series.

Team Suzuki's **Randy Hawkins** won round five of the AMA National Enduro Series held in West Greenwich, Rhode Island, on June 23. The win elevates Hawkins into the lead of the point standings over Ty Davis, who finished fifth. CRE's **Kevin Hines** finished second, just one point back at 12, and **Mike Lafferty** finished third on a KTM with a 13-point total. For the first time in nearly 25 years, three brothers finished in the top 10 of a National Enduro, with the Lafferty brothers - Mike, Jack, and Rick - taking third, fourth and 10th, respectively.

Takumi Aoki (Hon) won the fifth round of the All-Japan Superbike Championship at the Fuji International Speedway in Fuji, Japan, on June 23. Aoki topped **Katsuaki Fujiwara** (Suz) by some seven seconds. **Shin'ya Takeishi** (Kaw) finished third.

Jamie Whitham (Yam) won the Brands Hatch round of the British Superbike Championship on June 23, topping **Terry Rymer** (Duc) in both legs. Championship leader **Niall Mackenzie** (Yam) finished third both times out to maintain his championship lead. The Scot leads Whitham by only five points.

Road racer **Matt Wait** has been disqualified from the Progressive Insurance Harley-Davidson TwinSport final at Mid-Ohio on June 2 due to illegal cylinder-head modifications on his Harley-Davidson 883 Sportster, according to the AMA. Wait, who finished second at Mid-Ohio but won the most recent round of the series at Loudon, New Hampshire, loses his points lead with the disqualification to his rival Ben Bostrom. Wait has appealed the disqualification, but no date for an appeal hearing has been set.

Team Suzuki Endurance (Suz) won its fifth straight race in round five of the 10-round WERA National Endurance Series, held at Grattan Raceway Park in Grattan, Michigan, on June 22. Team Suzuki Endurance topped **Dega Racing** (Yam) by three laps with third-placed **HP Motorsports** (Suz) another lap behind.

The AMA National Championship Road Race Series will return to **Phoenix International Raceway** on February 14-16, 1997, and will be the opening round of the 1997 AMA Superbike National Championship. "Buddy Jobe (the track owner) and his staff represent one of the best promoting organizations in the country and we're glad to have them back under AMA sanction next season," said Tom Mueller, executive director of AMA Pro Racing. "The AMA Superbike Series continues to grow in stature in the racing world, and kicking off the program at PIR in 1997 will surely mark the start of another banner year." Cruise America, a Mesa, Arizona-based recreational-vehicle rental company, will be the title sponsor of the event, marking the end of a three-year hiatus in which the AMA didn't hold a National at PIR. The last person to win a Superbike National at PIR was **Troy Corser** in 1994.

Former 500cc World Champion **Kevin Schwantz** has altered his plans for his nascent NASCAR Craftsman Truck Series career, cutting back on his race schedule in order to be able to qualify for rookie of the year honors in 1997. The former Lucky Strike Suzuki rider was expected to make his SuperTruck debut in the Mecom Racing Chevrolet at the Heartland Park Topeka round of the series on June 9, but weather and equipment availability problems had kept him from testing prior to the Topeka race, so the team decided to wait. "It (the new truck) was late getting back from the paint shop and it was late getting back from the body shop and it ended up taking a little bit longer to get done, and we just didn't have any time on it," Schwantz said from his ranch outside of Austin, Texas, last week. "The other problem that you run into being a team that has no points, that has not contested any races, that's how you're allocated your practice positions. So we would have been on the minimum practice. I think they said Benson (Schwantz's teammate Johnny Benson) got six fast laps before he had to qualify the truck. We're probably just going to do the maximum number of races we can do without losing our rookie status. I think we're going to do four." Schwantz said he would also learn more when team owner Johnny Mecom returned from Africa at the end of the month. "My guess is we'll probably do the Glen (Watkins Glen), Sears Point, and the last two," Schwantz said. "There'll be a test at Vegas for sure because it's a new circuit. I think Phoenix, being just the mile that it is, we should be able to have Johnny (Benson) in the other truck, and having tested with that, we should be able to go there with a close enough setup."

Although Schwantz's truck debut will have to wait, it won't keep the Texan off the race track. After traveling to France to spectate at the Tour de France bicycle race in July, Schwantz will go to Weissach, Germany, to test the Porsche that he'll drive in the **Porsche Supercup** race at the Silverstone circuit in England the week before the British Formula One Grand Prix. He'll be one of the VIP entries that the Porsche factory reserves at each race for their 3.6-liter, 300 horsepower cars. After that, Schwantz will stick around for the Race of Champions, a charity event just prior to the British Grand Prix motorcycle race at Donington Park on July 21. Schwantz also celebrated his 33rd birthday on June 19.

Many of the World Superbike teams tested at the Brno Circuit in the Czec Republic on June 19-20, just three day after the last round of the series i Monza, Italy. When all was said an done, **Troy Corser** was the fastest of th testers on his Promotor Ducati, clockin a 2:03.25 (the outright lap record at Brn is a 2:02.812 set by Luca Cadalora on Yamaha YZR500). Muzzy Kawasaki' **Anthony Gobert** clocked a 2:04.22 wit Yamaha's **Colin Edwards II** circulatin at 2:04.54 and Ducati's **John Kocinsk** doing a 2:04.90. Neither Kocinski or hi teammate **Neil Hodgson** were able t test on the first day because the Ducat truck was stuck in customs because th driver didn't have the necessary visa t enter the Czech Republic.

Colin Edwards II's Yamaha teammat **Wataru Yoshikawa** returned to action a the Brno test, but is still suffering fron the broken arm he suffered in the Ger man round of the series. Yoshikawa wa scheduled to return to Bologna, Italy, t resume rehabilitiation with the Clinic Mobile staff. The same holds true fo **Mike Hale**, who suffered broken toe during a crash prior to Monza. "Bot riders will race at Brno, I think," said Dr Massimo Corbascio, head of Clinica Mobile. "Our staff, medics and para medics, will try hard for improvemen of the situation. The injuries aren't s hard and we are optimists."

Expert road racer **John Morris**, 35, o Owensboro, Kentucky, was killed dur ing the WERA Sportsman Series even at Talladega Gran Prix Raceway in Tal ladega, Alabama, on June 15. Morris los control exiting turn two and crashed i a single-bike incident, and he died o head injuries suffered in the accident.

Ronnie Jones announced that TCR tean owner **Benson Ford Jr.** will be puttin up the money for the 600cc suppor class at Jones' Oklahoma City Half Mil on July 27. "I've been running the 600 at my race every year, but Ron Woo didn't want to help me out," Jones said "We were considering not having them this year, but Benson Ford decided tha he would step up and pay for them."

Team Harley-Davidson mechanic **Bil Werner** announced that the factory i going to release a **tech bulletin** tha fully explains how to convert a conven

Two-stroke ban update

The AMA Distict 36 Legislative Action Office is making headway in the battle wi the California Air Resources Board over already-adopted regulations that wou prevent two-stroke bikes built after January 1, 1997, from being registered in Ca fornia's "green sticker" program, effectively banning new two-stroke dirt bikes fro use on public lands.

According to a report in the District 36 Legislative Action News Digest, Summ Issue, 1996, the regulation may be modified. LAND reports: "After a thorough analys of CARB documents leading up to the regulations, we (D-36) found serious and su stantial errors in those documents. The economic impact to the manufacturers w severely understated, the economic impact to the retail dealers and aftermarket indu try was not even consisdered, and the potential impact to the California OHV progra was not considered either. Additionally, the estimated average annual usage and li span of these bikes was severely overstated, which invalidates the claimed reductio from the regulations."

In light of these errors and others, CARB has agreed to re-examine the regulatio and work toward a resolution that would be mutually satisfactory to CARB and two stroke off-road-riding enthusiasts. Because California typically leads the way wit regard to emissions regulations, the ramifications of this regulation are potentiall nationwide and support of District 36 is recommended, regardless of which state yo live in.

The bottom line, as usual, is money. District 36 is reportedly committing some $500 per month to fight the proposed CARB two-stroke regulation. Despite support fro both the AMA and District 37, District 36 needs a significant degree of financial su port to continue to fight the proposed two-stroke regulations in California. Send don tions to the District 36 Legislative Action Office, P.O. Box 13730, South Lake Taho California 95702. Make checks payable to District 36 LAO.

Scott Sheak: *Cycle News* Rider of the Month

We cheated a little bit on this one. In deciding this month's *Cycle News* Rider of the Month, we dipped into the last weekend of May where privateer Scott Sheak, from Germantown, New York, won the first moto of the High Point National MX in Pennsylvania, and scored a seventh in the second moto to put him on the next-to-the-highest platform on the High Point rostrum. (You might recall that Sheak finished third in both motos for second overall at the series-opener in Florida earlier in the year).

At the next National in Budds Creek, Maryland, June 16, Sheak again proved his abilities by finishing fifth in the first moto, but a hard get-off while running among the leaders in the second moto ended his day on a sour note.

However, Sheak came back more determined than ever a week later at the just-concluded Southwick National where he again finished the day on the rostum after posting 5-4 motos for third overall.

For this, we chose privateer Suzuki rider Scott Sheak as *Cycle News* Rider of the Month.

Manchester, Overseas Finalists get the boot

American speedway racer Chris Manchester *is not* the Overseas Champion and has been thrown out of the World Speedway Championship, along with 12 other riders.

Manchester won "the final that never was" at Coventry, England, on June 9, but only after the FIM canceled the event because the majority of the field refused to race on solid-block tires. Now Manchester, as well as American colleague Mike Faria, faces an anxious wait to see just what punishment the FIM will enforce upon the "rebel" riders. Aussie duo Mark Lemon and Ryan Sullivan, along with England's reigning World Longtrack Champion Kelvin Tatum, have been seeded through to the Intercontinental Final along with riders from the Nordic and Continental stages.

Speculation has been growing that a heavy fine and lengthy bans from World Championship events could be the outcome for the unlucky 13, although this will not be known until early July. Not surprisingly, Manchester and Faria are furious with the outcome and are sure to appeal against any further punishment.

Big question marks surround the very future of speedway's World Championship events, as the fact that Grand Prix riders have been allowed to race without the solid-block tires may open the door for mass protests in other World Championship events. The Grand Prix riders have not been happy with the solid-block tires, and it was only an eve-of-season compromise which brought this year's series up to the starting line as many of the top stars threatened similar action to that of the Overseas Finalists.

The saga seems certain to rumble on, but the FIM is clearly determined to make its authority known in the matter, and that could mean the end of any Grand Prix dreams for riders like Manchester.

John Hipkiss

tionally running XR750 into a **twingle**. "It has occurred to me from talking to several different mechanics that a lot of them aren't sure of how to do it," Werner said. "There is really no mystery to it, and we certainly don't have anything to hide, so the information is going to be printed and made available to anyone who wants it. All they have to do is contact their dealer or get in touch with me."

Pennsylvania motorcyclist rights advocates, led by ABATE of Pennsylvania, scored a major victory on June 18 when the state Senate approved a bill that would repeal the state's mandatory motorcycle **helmet law**, according to the AMA. Senate Bill 165, approved by a 27-22 vote, would allow motorcyclists to choose for themselves whether to wear a helmet as long as they are over the age of 20 and have more than two years of riding experience or have successfully completed a rider-education course. Currently, Pennyslvania requires all motorcycle operators to wear helmets.

Spanish motocrossers **David Aviles** and **Moises Bernardez** have been disqualified from the 125cc World MX round in Holland, held on May 12, because the FIM has found them to be in violation of the rules which monitor the lead content and octane of fuels. Both Aviles and Bernardez had their fuel samples taken during practice for the Dutch GP. Neither rider scored any championship points at the event.

A major **health-insurance reform act** that could prevent workplace discrimination agains motorcyclists stalled in Washington, DC, because of differences in the House and Senate versions of the bill, according to the AMA. Earlier this year, both houses of Congress approved legislation that could curtail the growing practice among employers of restricting or eliminating health-care benefits for employees injured in motorcycle accidents. But a congressional conference committee made up of members of both houses has failed to convene to reconcile differences between the two versions of the bill. AMA Washington representative Rob Dingman worked with an independent insurance industry consultant to draft language that provides protection for motorcyclists. That language, entered into the Congressional Record and included in a House Ways and Means Committee report, ensures that motorcyclists and others who engage in a variety of legal activities away from the workplace are not denied health-care coverage by their employees.

Legend **Malcolm Smith** was inducted into the International Motorsports Hall of Fame on June 7. Smith joined car elites such as Johnny Rutherford, Mauri Rose, A.J. Watson, Lee Petty, Bill Jenkins, Peter Revson, Betty Cook and Henry Ford in earning the 1996 induction.

The AMA's road-riding National Championships are set to run on their traditional Labor Day weekend (August 31-September 2) in Springfield, Ohio. Hundreds of road-going motorcyclists are expected to make the trip to western Ohio for three days of fun and competition in three events: the **National Championship Poker Run, Field Meet and Timed Road Run**. For more information, call Don Chisholm of the Tri-State Motorcycle Club at 513/325-8340.

AMA Pro Racing has announced a new promotion for the Grand National Dirt Track Series - the **Dayco Bonus Challenge** - a $10,500 cash awards program for top performers. To be eligible to participate in the Dayco Bonus Challenge, riders need to display Dayco stickers on their motorcycles and racing leathers and must also list Dayco on their list of sponsors. Dayco will award $4500 ($2000 to first, $1500 to second, and $1000 to third) to the top three riders in the points who are qualified to participate. Dayco will also present an additonal $6000 to the top three Dayco riders at the Del Mar, California, GNC finale on October 13 ($3000 to first, $2000 to second, and $1000 to third). Dayco produces high-performance belt-drive systems for motorcycles.

FatBoyz Racing will host a full day of open practice at Pocono International Speedway in Long Pond, Pennsylvania, the day before the North American Sport Bike (NASB) event on August 29. The practice will be limited to 90 riders in three rotating, 30-rider sessions. For more information, call Murphy Anderson III at 908/846-7577.

Malcolm Smith Motorsports in Riverside, California, will host a World Superbike Night on Friday, June 28 from 6 to 8 p.m. Special ticket offers for the World Superbike round at Laguna Seca will be available as well as giveaways and a video showing of the most recent round of the World Superbike Championship. For more information, call 909/687-1300. CN

AMA schedules released

AMA Pro Racing has released its 1997 National Championship schedules for Grand National Dirt Track, National Motocross and AMA Superbike racing.

"Our field managers have worked closely with all site promoters so that our event schedules are available for sponsors, riders and manufacturers well ahead of time," said Merrill Vanderslice, Competition Director for AMA Pro Racing. "Budgets need to be set and commitments need to be made; it's important for the sanctioning body to take the lead in setting its National Championship schedule, so that our customers can determine their direction for next season."

The AMA Grand National Championship will enter its 43rd season, and is slated to encompass 22 events. The GNC circuit will once again kick off with the Daytona short track on March 8, and conclude with the Southern California-based Del Mar Mile on October 12.

AMA Superbike Series racing will feature an expanded program in 1997, with a tentative 14-race circuit. Phoenix International Raceway will return to host the season-opener on February 14-16. New to the series will be Colorado International Raceway on August 15-17, with the championship once again ending at Las Vegas Motor Speedway on October 3-5.

Gatorback Cycle Park will once again kick off the the AMA National Motocross Championship on March 2. A new Southern California site is being explored for May 11; the series will once again be comprised of 13 events. Early-season dates and facilities are still under negotiation for the 1997 AMA Supercross Series and a championship schedule will be available in the next few weeks, according to the AMA.

1997 AMA Pro Racing Championship Schedules (tentative)

1997 AMA Superbike National Championship

February 14	Phoenix, Arizona
March 9	Daytona Beach, Florida
March 23	TBA
April 6	Pomona, California
April 27	Monterey, California
May 18	Miami, Florida
June 8	Elkhart Lake, Wisconsin
June 15	Loudon, New Hampshire
July 13	Lexington, Ohio
August 17	Colorado Springs, Colorado
August 24	Sonoma, California
September 21	TBA
October 5	Las Vegas, Nevada
TBA	Brainerd, Minnesota

1997 AMA National Motocross Schedule

March 2	Gainesville, Florida
May 4	Sacramento, California
May 11	TBA (Southern California)
May 25	Mount Morris, Pennsylvania
June 15	Budds Creek, Maryland
June 22	Southwick, Massachussetts
July 6	Buchanan, Michigan
July 20	New Berlin, New York
July 27	Troy, Ohio
August 3	Millville, Minnesota
August 10	Washougal, Washington
August 24	Binghampton, New York
August 31	Delmont, Pennsylvania

1997 AMA Grand National Dirt Track Schedule

March 8	Daytona Beach, Florida (Short Track)
April 5	Pomona, California (Half-mile)
May 25	Springfield, Illinois (Mile)
May 31	LaSalle, Illinois (Short Track)
June 14	TBA
June 21	Sedalia, Missouri (Half-mile)
June 28	Lima, Ohio (Half-mile)
July 5	Lake Odessa, Michigan (Half-mile)
July 13	Du Quoin, Illinois (Mile)
July 19	Oklahoma City, Oklahoma (Half-mile)
July 26	Hagerstown, Maryland (Half-mile)
August 3	Peoria, Illinois (Tourist Trophy)
August 6	Rapid City, South Dakota (Half-mile)
August 9	Lincoln, Nebraska (Half-mile)
August 16	Indianapolis, Indiana (Mile)
August 23	E. Moline, Illinois (Half-mile)
August 31	Springfield, Illinois (Mile)
September 7	Syracuse, New York (Mile)
September 13	Rossburg, Ohio (Half-mile)
September 20	Knoxville, Iowa (Half-mile)
September 27	Sacramento, California (Mile)
October 4	Pomona, California (Half-mile)
October 12	Del Mar, California (Mile)

CYCLE NEWS

America's weekly motorcycle newspaper

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VOICES
Letters to the editor

Bonkers in Yonkers

In response to your Teardown column of June 19, 1996, I am not so sure I fully understand where you're coming from with this article on Brett Metzger. First of all, I don't agree with Andy Warhol's theory on 15 minutes of fame, well certainly not in the competive world of motorcycle racing. You see, competitors such as Brett Metzger are the backbone of this sport, they dig deep into their financial resources to compete and as you put it, "finish 17th out of 28 finishers." Who really cares where they finish, they are competing, and putting a great amount of effort into it.

If there were no people like Brett competing, and once in a while finding themselves mixing it up amongst the established stars, racing would lack a certain excitement. You see, rain is a great equalizer and the simple fact of the matter is Brett Metzger rode a better race in the rain than a number of the "established stars."

So rather than take the piss out of him for as you put it, "talking to anyone who wanted to listen," give the guy the credit he deserves.

Sean McGloin
Yonkers, NY

Sean, I don't think you actually read what I wrote. Either that or you have no idea how to really "take the piss" out of someone... Editor.

Seeking Kevin

I'm a fan of dirt track motorcycle racer Kevin Atherton and I was wondering if there was any way I could either write to him or send him an e-mail message. I'd like to possibly become pen pals with him. He's pretty cool. If you could help me out, I'd really appreciate it.

Chris Berlet
La Harpe, IL

Atherton can be reached through his team at: Total Control Racing, 7425 Brockway St., Mount Morris, IL 48458... Editor.

Godspeed, Mickey

The motorcycling community lost a great friend on Saturday, June 15 when Arlon "Mickey" Shannon passed away. An avid off-road raider from the 1930s through the 1990s, Mickey was well liked by all who knew him. As a founding member of the Mountainers M.C., his ashes will be spread in the Mojave Desert as he wished. The Mountaineers will miss him.

Keith Cornick
Santa Cruz, CA

Shannon, 79, lived in Pismo Beach, California. He is survived by his wife and two children... Editor.

Super?

Doesn't anybody but me get sick of all this Super nonsense? Look at an AMA road race program and all you see is Superbike, SuperTeams, SuperTwins, Supersport... it's Supercrap. If everything is Super, then nothing is. AMA, please stop this goofiness. Some accurate, descriptive names for our events would be a great relief from such amateurish hype.

And, please, don't be tempted onto the ThunderCrud bandwagon lately firing up in Europe.

Larry Allis
Alllo@towandarad.sylvania.com

Biggest motor?

I would like to say with all the noise coming from Honda about their Valkyrie, could there be a problem with the wording in their advertisements that claim it has "the biggest motor" on two wheels? Their six-pack with only 1520cc is okay, but let's not forget the "Boss Hog" with its Chevy 350. Turn this motor into cc's and the "Lil Valkyrie" looks just that.

Honda should drop that statement from its ad campaign because the "Boss Hog" is very available if you have the money and you're man enough to pick it up if you drop it.

I don't own a Boss Hog because I'm into lightweight bikes. In fact, I can't wait until October for the "50cc Fun Run" in Suches, Georgia.

R.C. Foreman
Montgomery, AL

Two-strokes

Kudos to Richard Soto for his letter in the May 29 issue of *Cycle News*. I read the recent article about the ban of two-strokes and it sounds to me like you guys are just going to take this thing sitting down. Why don't we all just roll over and ride four-strokes.

It sounds like everybody is just accepting this as the inevitable. How much do emissions of two-strokes affect anything? Why don't the environmentalists do something that actually has an effect on pollution?

Also, shame on Jerry Bernardo. On a recent episode of MotoWorld2, Jerry was at the Sound of Thunder MX Nationals, saying that two-strokes are dead and these four-stroke beasts are our future.

Let's band together and do something. Let's save our two-strokes. It'll be interesting to see what Team Green's desert racers trade in their KX500s for.

Doug Burch
Mountain Home, ID

Jef'fro' says thanks

I would like to thank the fans at the Glen Helen National with the "Emig Fan Club" banner and those huge "fros" on their heads! I was totally stoked to see them at the National and wanted them to know that along with the guys at Budds Creek who literally painted my name on their bodies and had fros on their heads; it was epic as far as fan support.

As far as my other fans around the world, thanks to you also, but the Emig Fan Club from Glen Helen made the magazines, and I couldn't believe it. Totally cool!

I lost my fro sometime last year, and with recent demands of the factories, and hair trends changing, my real fro is gone. But I'd love to find a new one.

Thanks again.

Jeff Emig
Team Kawasaki
Riverside, California

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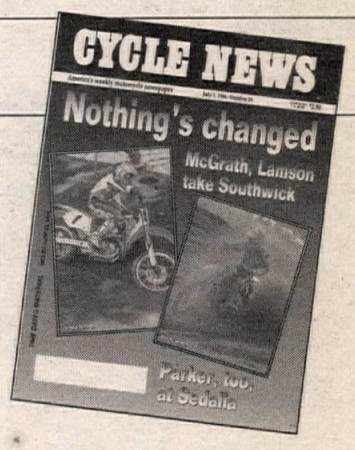
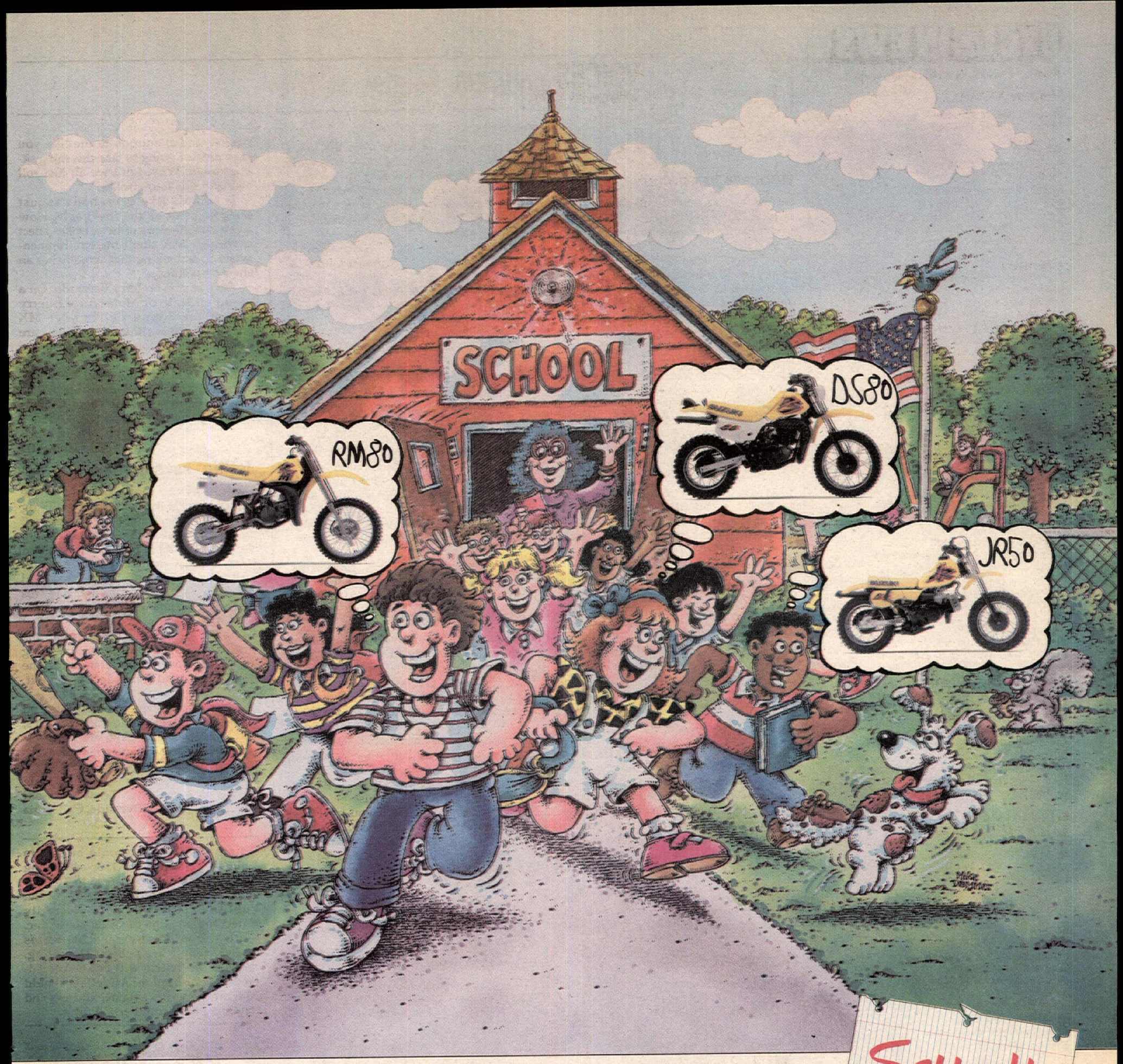


ON THE FRONT COVER

1-800-Collect/Honda/Fox Racing's Jeremy McGrath (left) won both 250cc motos at the Southwick National, while teammate Steve Lamson got a taste of the MX 338 sand en route to the 125cc-class win. Photos by Karl Ockert.



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SUZUKI®

Rounds 6/6: Southwick, MA

Two of a kind

By Kit Palmer
Photos by Karl Ockert

SOUTHWICK, MA, JUNE 23

Team Honda's Jeremy McGrath and Steve Lamson are becoming quite the pair. For the second week in a row and the fourth time this year, the Red Riders duo have registered the overall wins on the AMA National Championship circuit, this time at the brutally rough and sandy MX 338 track in Southwick. Sure, Honda might have the smallest team in town, but they have the biggest win record. Between the two - McGrath and Lamson - they have accumulated nine wins in the six-race-old series. McGrath has won all but one 250cc moto (11 of 12) and Lamson seven 125cc motos.

Of the two wins today, Lamson's was the hardest earned. Both times, the defending 125cc National Champion had to come from behind after bad starts. He managed a win in the first moto, but could not make up the lost ground on one of the many local favorites at Southwick, Team Yamaha's John Dowd. Dowd, from nearby Chicopee, Massachusetts, took over the lead early in the second moto and not even Lamson could do anything about it.

Unfortunately for Dowd, a first-moto DNF ruined any chance he had for an overall win or even a top-five finish. Instead, second place went to Team Suzuki's Ezra Lusk, who put to good use a pair of fine starts. Lusk basically led 99.9 percent of the first moto before making a bobble that led to Lamson passing the Suzuki rider a half a lap before taking the checkered flag. Another good start in the second moto resulted in a third-place finish, giving the Georgian second overall, his best National finish of the year.

For the third time this year, privateer Suzuki rider Scott Sheak earned a trip to the podium with a third-place finish after posting 5-4 moto finishes. Rounding out the top five overall were Yamaha's Kevin Windham and Honda of Troy/Sinisalo's Mike Craig.

But McGrath was the man of the hour. The Team Honda/1-800-Collect/Fox Racing rider thoroughly dominated both 250cc National motos on the very unforgiving and energy-sapping Southwick track. In the first moto, McGrath was challenged in the early going by Team Yamaha's Damon Bradshaw, who was, as McGrath put it, "riding like the *old* Damon," at least for a while. Bradshaw just couldn't match McGrath's blistering pace the whole race and eventually let the defending 250cc champ have it his way. Bradshaw did, however, hold on to finish an unchallenged second for what was one of his best performances since his mid-'95 comeback.

Just like the first moto, McGrath was put to test early in the race, but this time by Team Kawasaki's Jeff Emig, who suffered his series-worst ride in the first moto with a sixth-place finish. Emig came back with fire in his eyes in the second moto and jumped out to an early lead but just could not produce any distance between himself and McGrath. It was only a matter of time before McGrath would pass him, and when he did, the Honda rider pulled away for his fourth straight moto win.

Emig still went home with second-place honors, just ahead of another local hero, Team Yamaha's Doug Henry, who dropped off his wife, Stacy, at the hospital on the way to the race that morning. A few hours later, Stacy Henry went into labor with the couple's first baby. After going 4-5 on the day, Henry immediately left the track for the hospital.

In the series point standings, McGrath now enjoys a solid 42-point

lead over Emig, 291-249, with seven races still to be run. Third is Team Suzuki's Mike LaRocco with 192. LaRocco posted 9-3 moto finishes for fifth overall.

In the 125cc class, Lamson is a full 65 points ahead of series runner-up Dowd, 266-199, while Windham is third with 182 points. Windham had a miserable day in the Southwick sand. The Team Yamaha rider, for all intents and purposes spent the entire day eating grainy roost in the middle pack for what were to be hard-earned fourth- and ninth-place finishes.

Clear and cool weather conditions greeted the racers at Southwick, which came as great relief as compared to the hot and humid conditions they suffered through the previous week at Budds Creek in Maryland. Another large turnout was had, as the estimated crowd count was 13,000-plus.

125cc NATIONAL

The Southwick crowd could not have been much happier to see a couple of local hotshoes running up at the start of the first 125cc National, as Manchester Honda's Tony Lorusso and Shane O'Connor led the pack through the fast, sweeping, right-handed first turn. O'Connor slipped to fourth and hung there for a couple of laps before dropping to fifth. His promising ride, however, came to an abrupt halt when his Honda seized on about the fifth lap.

Meanwhile, up front, Lorusso was holding his own, while a host of other riders followed in his sandy wake, including Primul Impulse/Bill Pipe's Robbie Reynard, Lusk, Scott Carter - another Manchester Honda rider from nearby Bolton, Conecticut, Pedro Gonzalez - Reynard's teammate - Australian National Champion Kim Ashkenazi, and Dowd.

By the second lap, Reynard had taken over the lead, but as quickly as he had taken it from Lorusso, he had given it back when the luckless Honda rider crashed and dislocated his shoulder. The riders directly in back of him had to make quick, evasive moves to miss Reynard's crashed motorcycle. One rider who didn't quite swerve in time was Dowd, who clipped Reynard's Honda and crashed. He recovered quickly, but a few laps later Dowd was walking back to the pits with a mortally wounded bike.

"When I clipped Reynard's bike, it must've put a hole in the radiator or something," said a dejected Dowd. "The bike just seized."

Lorusso suddenly found himself back in the lead, but, again, not for long, as Lusk motored by him and began pulling away. Lorusso hung tough, though as Ashkenazi and Lamson moved into third and fourth, while FMF's Michael Brandes took over fifth, ahead of SplitFire/Pro Circuit/Kawasaki's Chad Pederson, Craig and Sheak.

Well into the race now, Lusk enjoyed about a five-second lead over Lorusso, who now had Lamson breathing down his back. Lamson soon got him, and once past Lorusso, the factory Honda rider set his sights on Lusk.

Lamson slowly but surely closed the gap on Lusk, about a second per lap. Eventually, Lamson whittled Lusk's lead down to just a few bike lengths by the time the white flag came out. It looked as though Lusk had just enough enough of a cushion to hold Lamson at bay, but a slight bobble on a fast section of the track cost him the win.

"I really thought I had more of a lead on him than I did," said Lusk. "I bobbled and he was right there."

(Opposite page) Jeremy McGrath grabs the holeshot ahead of Ryan Hughes (5), Patrick Barton (66) and Doug Henry (15) in the first 250cc National. McGrath went on to win both motos.
(Above) Steve Lamson recorded 1-2 moto finishes in the 125cc class for the overall win. He had to come from behind in both motos.
(Right) Jeff Emig (2) led McGrath for a while during the first half of the second 250cc moto. Emig went 6-2 for second overall.

The race was one lap too long for Lusk, as Lamson sailed past him into the lead and went on to take the dramatic win.

"I really wanted to win it," said Lamson. "I know that Ezra really isn't in the points chase and I really didn't have to pass him. I could've just sat back, but I wanted the win."

Lorusso held onto third the whole race but did have to endure some pressure by Ashkenazi a few times, but Lorusso simply outlasted the Australian on his home track. In fact, Ashkenazi began to tire late in the race, as Windham, Sheak and Craig all passed him, making the final finishing order Lamson, Lusk, Lorusso, Windham, Sheak, Craig, Ashkenazi and Pederson.

Honda of Troy's Jeff Willoh and A.P. Graphics Tom Clowers fought for the holeshot in the second moto with Willoh winning out. Willoh led for three long laps before Dowd took over, and Willoh would run among the leaders all race long, before dropping back to 10th at the finish.

Clowers quickly dropped to the middle of the pack, while Great Western Bank/CTi/Kawasaki's Buddy Antunez took it upon himself to pursue Dowd but to no avail. Antunez ran second for a number of laps before Lusk, then Lamson dropped him back a couple of notches. It took Lamson only a couple of laps to zap Lusk, but, by this time, the damage was done, as Dowd was long since gone. Lamson tried, though. He pulled away from Lusk and narrowed the distance between himself and Dowd slightly but that was it.

Dowd took the win with about 10 seconds to spare, while Lamson finished second but easily the overall winner for the day. Lusk held on to third, while Sheak, who started the moto about 10th, worked his way up to an impressive fourth. Another strong performance by Antunez gave him fifth, while Carter gave the crowd even more to cheer about with a strong sixth. Craig landed seventh after a 17th-place getaway, while Suzuki support rider James Dobb and Willoh rounded out the top 10.

250cc NATIONAL

McGrath powered his Skip Norfolk-tuned Honda CR250 into the lead at the start of the first 250cc moto, but hot on his trail was Bradshaw, on his Steve Butler-tuned Yamaha YZ250. Behind them were Kawasaki's Ryan Hughes, Henry, Team Burnsville Yamaha/PJ1/Xtreme/Atomic 22's Jimmy Button and HoT's Larry Ward. Elsewhere in the back were Emig (ninth), Suzuki's Greg Albertyn (10th), GWB/CTi2/Kawasaki of Mexico's Phil Lawrence (15th), and way in the back was LaRocco, who went down in the first turn.

Up front, McGrath and Bradshaw quickly detached themselves from the rest of the pack. Hughes tried hanging on for a while but dropped off the lead pace. Bradshaw matched McGrath's every move, lap for lap, turn for turn.

Rounds 6/6: Southwick, MA

(Left) Suzuki's Ezra Lusk came within a half lap of winning the first 125cc moto. A 2-3 gave him second overall.
(Above) A hole in the radiator ended John Dowd's ride in the first 125cc moto, but he came back to win the second, much to the delight of the home crowd.
(Below) Local rider Tony Lorusso holeshot the first 125cc moto ahead of Lusk and another local rider Shane O'Conner and would go on to finish third. Lorusso ended up eighth overall.

"The first four laps or so I was just trying to get my rhythm down," said McGrath. "But Damon was riding good, like the 'old Damon.' One time I stalled the engine and he got real close."

It wasn't until the halfway point that Bradshaw began showing signs of letting up. He began dropping off the blistering pace that was being set by McGrath and eventually broke off the chase. During their battle, McGrath and Bradshaw had left the rest of the pack behind, as McGrath went on to take the win, and Bradshaw a lonely second.

Hughes and Henry mixed it up for a while for third. Henry caught up to and passed Hughes, but the Kawasaki rider retaliated later on, taking back his old position. Hughes would hold on for third, while Henry almost lost out to Emig for fifth.

On the last lap, Emig made a desperate, last-lap attempt to get around Henry and nearly did just that a few turns before the finish, but the two riders collided over a drop-off jump with Emig going down.

"He (Henry) came completely over on me," said Emig. "He went from left to right and completely took my front wheel out (in midair)."

The hard crash cost Emig one position as Lawrence managed to get by before Emig got going again. Henry held on to fourth; Lawrence fifth and Emig sixth.

LaRocco looked to have made up for his first-turn crash, running sixth when he bailed over a risky double jump, a jump that only he was doing late in the race. The crash cost him positions as well, as he took the flag in ninth behind Button (seventh) and Albertyn (eighth). Rounding out the top 10 was Ward.

The second moto saw Emig edge out McGrath for the lead through the first turn, with Honda of Troy's Brian Swink settling into third, followed by Hughes, Lawrence, Henry, LaRocco, Button and Albertyn. Back in 18th was Bradshaw, and even further back was Ward.

This time Emig led McGrath, as another two-rider duel for the lead ensued. The two longtime rivals quickly put distance between themselves and

Doug Henry (15) rode to consistent 4-5 moto finishes.

the rest of the pack, but Emig just could not do the same on McGrath, who had an answer to Emig's every move.

"The problem you have with someone like him (McGrath) behind you, is that you can't take the chances experimenting with different lines, or he'll get you," Emig explained. "Instead, you get sucked into the same lines, while he can try different lines and find the best ones."

The dogfight last about seven laps when McGrath made his move and quickly pulled away from his adversary.

"I was concerned," said McGrath of Emig leading the race. "He was riding real good; he rides fast and he can last. But I knew I could last, too. I've been training real hard and know that I can ride the whole race and never let up. I know it's important to get around him because it deflates him; besides, I was eating dirt for a long time."

Once past Emig, it was all she wrote as McGrath gradually pulled away. "Right after I passed him (Emig) I rode as hard as I could for about three laps to get away and then cruise."

And cruise he did, right to his second straight overall win and fifth of the series. Emig went on to finish a lonely second.

LaRocco clawed and scratched his way into third after passing Swink near the midway point. From there, the factory Suzuki rider pulled away but had no chance of catching either McGrath or Emig. Albertyn passed Swink late in the race to grab third. Swink's problems didn't end there, either. The Honda rider succumbed to Henry and Lawrence the last few laps, making it Henry fifth; Lawrence sixth and Swink seventh, at the finish. Button rode another strong race to eighth, while a crash earlier in the race dropped Hughes back to ninth. Bradshaw quickly made up for his bad start, then settled into 10th, where he finished out the day. CN

MX 338
Southwick, Massachusetts
Results: June 23, 1996 (Round 6 of 13)

125 MOTO 1: 1. Steve Lamson (Hon); 2. Ezra Lusk (Suz); 3. Tony Lorusso (Hon); 4. Kevin Windham (Yam); 5. Scott Sheak (Suz); 6. Michael Craig (Hon); 7. Kim Ashkenazi (Hon); 8. Chad Pederson (Kaw); 9. Timmy Ferry (Suz); 10. Michael Brandes (Suz); 11. Nathan Ramsey (Suz); 12. Buddy Antunez (Kaw); 13. James Dobb (Suz); 14. Barry Carsten (Suz); 15. Brian Deegan (Hon); 16. Pedro Gonzalez (Hon); 17. Mike Metzger (Suz); 18. Tom Clowers (Suz); 19. Shane O'Conner (Hon); 20. Cory Keeney (Yam); 21. Richard Rogers (Hon); 22. Michael Treadwell (Suz); 23. Larry Brooks (Yam); 24. Eric Reilly (Suz); 25. Paul Curris (Kaw); 26. Ryan Huffman (Hon); 27. Ryan Terlecki (Hon); 28. James McIlvaine (Hon); 29. Jason Conlon (Hon); 30. Jeffrey Willoh (Hon); 31. Jeff Carmignani (Hon); 32. Brent McIntyre (Hon); 33. Ryan Duff (Hon); 34. Brad Woolsey (Kaw); 35. John Dowd (Yam); 36. Scott Davis (Kaw); 37. Michael Brown (Hon); 38. Scott Carter (Hon); 39. Robbie Reynard (Hon); 40. Shane Slother (Yam).

125 MOTO 2: 1. John Dowd (Yam); 2. Steve Lamson (Hon); 3. Ezra Lusk (Suz); 4. Scott Sheak (Suz); 5. Buddy Antunez (Kaw); 6. Scott Carter (Hon); 7. Michael Craig (Hon); 8. James Dobb (Suz); 9. Kevin Windham (Yam); 10. Jeffery Willob (Hon); 11. Michael Brown (Hon); 12. Pedro Gonzalez (Hon); 13. Kim Ashkenazi (Hon); 14. Michael Treadwell (Suz); 15. Mike Metzger (Suz); 16. Tony Lorusso (Hon); 17. Nathan Ramsey (Suz); 18. Timmy Ferry (Suz); 19. Cory Keeney (Yam); 20. Barry Carsten (Suz); 21. Tom Clowers (Suz); 22. Ryan Terlecki (Hon); 23. Shane O'Conner (Hon); 24. Paul Currie (Kaw); 25. Larry Brooks (Yam); 26. Ryan Huffman (Hon); 27. Eric Reilly (Suz); 28. Brad Woolsey (Kaw); 29. James McIlvaine (Hon); 30. Shane Slother (Yam); 31. Michael Brandes (Suz); 32. Jason Conlon (Hon); 33. Jeff Carmignani (Hon); 34. Ryan Duff (Hon); 35. Richard Rogers (Hon); 36. Scott Davis (Kaw); 37. Chad Pederson (Kaw); 38. Brian Deegan (Hon); 39. Brent McIntyre (Hon); 40. Robbie Reynard (Hon).

125 O/A: 1. Steve Lamson (Hon); 2. Ezra Lusk (Suz); 3. Scott Sheak (Suz); 4. Kevin Windham (Yam); 5. Michael Craig (Hon); 6. Buddy Antunez (Kaw); 7. John Dowd (Yam); 8. Tony Lorusso (Hon); 9. Kim Ashkenazi (Hon); 10. James Dobb (Suz); 11. Timmy Ferry (Suz); 12. Scott Carter (Hon); 13. Pedro Gonzalez (Hon); 14. Nathan Ramsey (Suz); 15. Chad Pederson (Kaw); 16. Michael Brandes (Suz); 17. Jeffrey Willoh (Hon); 18. Michael Brown (Hon); 19. Mike Metzger (Suz); 20. Barry Carsten (Suz); 21. Michael Treadwell (Suz); 22. Brian Deegan (Hon); 23. Cory Keeney (Yam); 24. Tom Clowers (Suz); 25. Shane O'Conner (Hon).

125cc NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 6 of 13 rounds): 1. Steve Lamson (266); 2. John Dowd (199); 3. Kevin Windham (182); 4. Mickael Pichon (147); 5. Timmy Ferry (147); 6. James Dobb (143); 7. Buddy Antunez (142); 8. Ezra Lusk (142); 9. Scott Sheak (135); 10. Michael Craig (111); 11. Chad Pederson (103); 12. Casey Johnson (101); 13. Brian Deegan (100); 14. Robbie Reynard (91); 15. Kim Ashkenazi (81); 16. Jeff Willoh (54); 17. Mike Brown (48); 18. Pedro Gonzalez (44); 19. Tony Lorusso (42); 20. Barry Carsten (41).

250 MOTO 1: 1. Jeremy McGrath (Hon); 2. Damon Bradshaw (Yam); 3. Ryan Hughes (Kaw); 4. Doug Henry (Yam); 5. Phil Lawrence (Kaw); 6. Jeff Emig (Kaw); 7. Jimmy Button (Yam); 8. Greg Albertyn (Suz); 9. Mike Larocco (Suz); 10. Larry Ward (Hon); 11. Keith Johnson (Kaw); 12. Brian Swink (Hon); 13. Cliff Palmer (Suz); 14. Shaun Kalos (Yam); 15. Patrick Barton (Suz); 16. Joel Dengler (Suz); 17. Kevin Crine (KTM); 18. Richard Taylor (Hon); 19. Bruce Stratton (Suz); 20. Mike Katin (Hon); 21. Carlo Coen (Yam); 22. Jason Frenette (Kaw); 23. James Povolny Jr. (Suz); 24. Anthony Amaradio (Hon); 25. Jojo Keller (Hon); 26. James Kapitan (Hon); 27. Heath Voss (Hon); 28. Jason Borom (Kaw); 29. David Paquette (Yam); 30. Andy Catanzaro (Hon); 31. James Brothers (Suz); 32. Benjamin Asafe (Hon); 33. James Knapp (Suz); 34. Ty Birdwell (Hon); 35. Peter Jastremski (Hon); 36. Gene Naumec (Yam); 37. Patrick Waitt (Yam); 38. Billy Schlag (Kaw); 39. Jean-Sebastian Roy (Hon); 40. Kyle Lewis (Yam).

250 MOTO 2: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Kaw); 3. Mike Lorocco (Suz); 4. Greg Albertyn (Suz); 5. Doug Henry (Yam); 6. Phil Lawrence (Kaw); 7. Brian Swink (Hon); 8. Jimmy Button (Yam); 9. Ryan Hughes (Kaw); 10. Damon Bradshaw (Yam); 11. Kyle Lewis (Yam); 12. Cliff Palmer (Suz); 13. Larry Ward (Hon); 14. Shaun Kalos (Yam); 15. Keith Johnson (Kaw); 16. Richard Taylor (Hon); 17. Joel Dengler (Suz); 18. Patrick Barton (Suz); 19. Jean-Sebastien Roy (Hon); 20. Kevin Crine (KTM); 21. Jason Frenette (Kaw); 22. Heath Voss (Hon); 23. James Kapitan (Hon); 24. Jason Boron (Kaw); 25. Carlo Coen (Yam); 26. Mike Katin (Hon); 27. Benjamin Asaff (Hon); 28. David Paquette (Yam); 29. Andy Catanzaro (Hon); 30. James Knapp (Suz); 31. Peter Jastremski (Hon); 32. Ty Birdwell (Hon); 33. James Povolny Jr. (Suz); 34. Bruce Stratton (Suz); 35. James Brothers (Suz); 36. Jojo Keller (Hon); 37. Billy Schlag (Kaw); 38. Anthony Amaradio (Hon); 39. Patrick Waitt (Yam); 40. Gene Naumec (Yam).

250 O/A: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Kaw); 3. Doug Henry (Yam); 4. Damon Bradshaw (Yam); 5. Mike LaRocco (Suz); 6. Ryan Hughes (Kaw); 7. Greg Albertyn (Suz); 8. Phil Lawrence (Kaw); 9. Jimmy Button (Yam); 10. Brian Swink (Hon); 11. Larry Ward (Hon); 12. Cliff Palmer (Suz); 13. Keith Johnson (Kaw); 14. Shaun Kalos (Yam); 15. Kyle Lewis (Yam); 16. Joel Dengler (Suz); 17. Patrick Barton (Suz); 18. Rich Taylor (Hon); 19. Kevin Crine (KTM); 20. Jean-Sebastian Roy (Hon); 21. Bruce Stratton (Suz); 22. Mike Katin (Hon).

250cc NATIONAL CHAMPIONSHIP MX SERIES POINTS STANDINGS (After 6 of 13 rounds): 1. Jeremy McGrath (291); 2. Jeff Emig (249); 3. Mike LaRocco (192); 4. Greg Albertyn (181); 5. Doug Henry (152); 6. Brian Swink (150); 7. Kyle Lewis (147); 8. Jimmy Button (141); 9. Larry Ward (140); 10. Phil Lawrence (137); 11. Damon Bradshaw (124); 12. Ryan Hughes (102); 13. Cliff Palmer (98); 14. Rich Taylor (63); 15. Ty Wallace (40); 16. Kevin Crine (39); 17. Jason Frenette (37); 18. Shaun Kalos (27); 19. Ron Tichenor (26); 20. Jean-Sebastian Roy (25).

Upcoming Rounds
Round 7 - Buchanan, Michigan, July 7
Round 8 - New Berlin, New York, July 21

Briefly...

There is one rider out there who has even more bad luck than Greg Albertyn and that's, without a doubt, **Robbie Reynard.** Injuries have plagued the Primal Impulse/Bills Pipes Honda rider ever since turning pro three years ago. At Southwick, Reynard was leading the first 125cc moto when he crashed and separated his already-tender left shoulder. Reynard had just returned to action after suffering a broken collarbone earlier in the year. It is not yet known how long Reynard will be out of action.

Local talent: There were plenty of local riders for the 13,000-plus fans to cheer on at Southwick. Of course there were factory riders in Connecticut's **Doug Henry** and Massachusetts' own **John Dowd**, but there were plenty of lesser-known locals who did the New England states proud. **Tony Lorusso**, of East Hartford, Connecticut, was the top Pro-Am rider in the 125cc class, finishing eighth overall, but a third in the first moto was his claim to fame. Also in the 125cc class was **Scott Carter** from Bolton, Connecticut, who mixed it up with the leaders at times, finishing 12th overall, and Southwick's own **Shane O'Conner** was running near the front of the pack in the first 125cc moto when his bike quit. In the 250cc class, longtime veteran **Keith Johnson**, from Plympton, Massachusetts, had a good first-moto ride where he finished 10th. A 15th in the second moto gave him 13th overall. **Pat Barton**, of South Dartmouth, Massachusetts, went 15-18. And what would the Southwick National be without Plymouth, Massachusetts' **JoJo Keller**? Keller qualified for the 250cc program but did not finish either motos.

Suzuki rider **Scott Sheak** and Kawasaki-mounted **Phil Lawrence** were the recipients of the **Skoal Racing Privateer Challenge** for being the top-finishing privateers in their respective classes. Sheak, who thanked his sponsors Suzuki, Pro Circuit, Peak Performance, MXA, Answer, Smith and Pro Artworks, finished out the day third overall in the 125cc class. "I felt great today," said a very happy Sheak. "I couldn't have asked for anything better. I'm beginning to figure it out, what it takes to run up front. I feel so strong." Sheak won a moto at the High Point National in Pennsylvania, in May. For Lawrence, it was his third time taking home the award. The Kawasaki of Mexico/Great Western Bank/Xtreme/CTi2/Alpinestars-supported rider went 5-8 in the 250cc for eighth overall.

Team Yamaha's **Doug Henry** was on pins and needles all day, not to mention a little tired. The night before the race while staying at a hotel close to the track, Henry's wife, Stacy, who is expecting their first baby, woke him up about midnight thinking she was going into labor, but it was a false alarm. At about 4 a.m. later that morning, Stacy decided it was time to go to the hospital, so Doug drove Stacy back to their home in Oxford, Connecticut - about an hour-and-a-half drive - and dropped her off at the hospital, then he turned around and drove back to Southwick just in time for practice. After the second moto, Henry quickly hopped in his car and drove back to the hospital to be with Stacy. While Henry was racing, his mechanic **Pete Steinbrecher** was given the responsibility of holding on to Henry's pager. It did not go off.

John Dowd will put next week's break in the series to good use. On Friday, June 28, Dowd will marry his longtime girlfriend Tricia in Chicopee, Massachussetts. Dowd said there will not be a honeymoon until the end of the season.

Nearly 200 riders signed up to do battle at Southwick - 99 in the 125cc class and 93 in the 250cc class. Some of those who had to ride the preliminaries were **Damon Bradshaw** and **Ryan Hughes**. Southwick was Bradshaw's first ride since breaking his toe at the Denver Supercross last month. Bradshaw finished third in the qualifier behind winner Hughes and **Cliff Palmer**. **Keith Johnson** won the second qualifier. Honda of Troy's **Mike Craig** barely made it into the program after getting taken out twice in his qualifier. "(Brian) Degeen took me out the second time," said Craig. "I got him twice last week (Budds Creek), so I guess he was just getting me back, but that's okay." Craig had to ride the LCQ, which he won easily. "I've never had to do that (ride the LCQ). It's a little unnerving because you can't make a mistake, because they're so short (the motos). This is the roughest track I've ridden in my whole life."

"The second moto was a lot better for me - I only went down once," joked Team Suzuki's **Greg Albertyn**, who was a little disappointed with his 8-4 showing. "The harder you work, the more luck you will have. *I'm waiting.* It's kind of frustrating - Jeremy (McGrath) can do no wrong and I can do no right - it's got to come. At least I'm healthy, I've been working with Gary Bailey and a trainer out in L.A., and I'm getting stronger. The bike is great; it's just time to put it all together." Albertyn displayed a multitude of scrapes and bruises following a rash of crashes on the day.

Honda of Troy's **Larry Ward** and Team Suzuki's **Mike LaRocco** would just as soon stay away from the bowling alleys for a while. Ward and LaRocco were soundly beaten by Ward's mother and LaRocco's wife in a bowling grudge match on Friday night. Neither rider would comment.

Ezar Lusk's tuner **Ed Longacre** should return to full-time duties at the next National in two weeks at Red Bud. Longacre badly injured his hand when a toolbox fell and crushed his fingers. "It (the injury) is coming along," he said. "I've got more movement, but it's still pretty sore. I think I'll be back in action for Red Bud." In the meantime, **Tony Berluti** has been filling in for Longacre.

Privateer **Gene Naumec** of Brooksfield, Florida, crashed in the first 250cc moto and was transported to the hospital with a suspected broken shoulder.

Team Noleen's **Kyle Lewis** was a non-finisher in the first 250cc moto. Lewis went down in the first turn and in the crash broke both front and rear brake reservoirs, leaving him brakeless. Lewis came back in the second moto to finish 11th.

Round 7: State Fair Speedway

The Twingle bullet theory

By Scott Rousseau
Photos by Flat Trak Fotos

SEDALIA, MO, JUNE 22

Man and machine. Or machine and machine.

That is about the only way to describe the performance of Team Harley-Davidson's Scott Parker and his Bill Werner-tuned and "twingled" factory XR750 anymore. And to credit one might do injustice to the other.

Regardless, there is no question that when Parker climbs all-aboard "The Locomotive" he can be all but unbeatable, and the six-time AMA Grand National Champion proved it once again as he steamed past F&S Harley-Davidson's Steve Morehead in the early laps of the main event and then made tracks to the finish line to claim his second win of the season and 72nd career Grand National victory at the Sedalia Half Mile.

"I was just havin' a good time out there," Parker said afterward. "We were rollin' on and rollin' off. The bike felt real good, and I had a great line in one and two. Other guys seemed to be having a little trouble getting through the few little holes that were out there, but we seemed to roll right on through 'em.

"And that's not to say that the track was bad either," Parker said. "I think the track people here did the best they could with it. It makes you feel good when you come to a place and see people working their butts off like they were here. You don't mind a few holes then."

Apparently neither did Morehead, who struggled more with his own equipment than the racing surface, despite a decisive heat-race victory earlier in the evening. But when AMA starter Steve Faraci showed the 18-rider field the green light, it was the "Findlay Flyer" who got a flyer of a start and grabbed the early lead. Morehead looked to have a decent rhythm going as he pulled away from the field a little before Parker inched up on the seventh lap and took control off turn four. From there Morehead shadowed Parker - and even threatened to repass the champ on the low side of the groove in turns one and two before succumbing to handling problems in turns three and four and dropping off Parker's torrid pace. Afterward Morehead offered no excuses.

"I was going as fast as I could and he passed me," Morehead said. "I just got beat. He's got that thing so hooked up. We ought to buy it. He was faster in three and four, so I changed my line to try and do what he was doing, and it just started pushing. That was it."

Third, and doing a little pushing of his own, was USC Racing's Kevin Varnes. A bona fide star on the three-man Honda racing outfit run by Virginia tuner Johnny Goad, Varnes found the "notchy" clay half mile enough to his liking that he sat on the pole for the main event and then made it pay by battling his way back from as far down as fifth place to take advantage of a late-race bobble by defending event champion Will Davis and land his fourth career Grand National podium finish, one that could just as easily never have happened if the young Pennsylvanian had not saved a vicious high-side in turn one during the warmup lap before the final.

"Did you see that?" Varnes said. "That practice start was really spooky, so for the first couple of laps I was just taking it easy. But then I started running it higher and higher in turn two, and it kept working. We finished one place better than we did here last year, so I guess that's an improvement."

Current points leader Will Davis locked up a solid fourth place after running as high as third aboard his TCR Harley-Davidson. The North Carolinian suffered a bad start from his perch on the outside of row one and rounded the first turn in the middle of the pack, but he quickly knifed through traffic to settle into a dice with TCR teammate Kevin Atherton, Varnes and Road Rider & Rogers/Team Saddlemen's Rich King while Morehead and Parker ran up front. Davis then pulled past Atherton, Varnes and King and attempted to run the leaders down. Davis caught Morehead and appeared ready to threaten for second place, but it wasn't to be as he fell prey to the fast-moving Varnes on lap 23 after hitting a rut and nearly crashing.

"Lord, I cannot come from 10th place and expect to run them down like that," Davis said. "When I got there (up to Morehead), I couldn't just make the pass, I had to try and up the pace. I nearly busted my can."

King wound up fifth despite apparently nursing a wounded motorcycle from lap 10 to the finish. Sixth after the first lap, the tough Iowan ran at the tail end of the tussle that included Varnes, Davis and Atherton until the 16th lap, when he managed to catch and pass Atherton to lock up fifth - only after something apparently let loose on his Honda RS750.

"We got a great start, but it was a bad place to start from," King said of his position just inside Davis on the front row. "Then the motorcycle developed a vibration on about lap 10. It had a real good tingle in it. Hopefully it's not in the motor. We didn't have too bad a night, and we're back on the same road we were last year. But we need a win here soon. We're having to wait for it, but I think it will happen."

HEATS

Varnes took it right to Davis, grabbing the holeshot and claiming the point when the two met in the first 10-lap heat of the night. But Davis was up to the challenge and drew close to the youngster on lap three, running lower in turn one in attempt to get underneath him. Davis got one good chance at making an outside pass off turn two on lap six and then Varnes almost handed him the win by getting loose in turn one and two on lap eight, but Varnes held on to take the win in what would be the fastest heat of the night.

"I settled down on about the third lap," Varnes said. "Then a couple laps from the end I got really sideways off turn two. I looked back and he was right there."

In his first ride since the season-opening Daytona Short Track, Loral Lake Racing's Ronnie Jones quietly earned a direct transfer into the main event with a third-place finish.

Atherton marched by King off the third turn on the opening lap and then ran a strong race to claim the win on his Dave Watts-prepared TCR machine in heat two. King held on for second ahead of Corbin Racing's Davey Camlin, who earned a straight shot into the main event aboard a new single-shock chassis (see Briefly...).

"It went good," the former factory Harley-Davidson rider said. "We started off fast, got faster, and then we slowed down in the end. I think we made the wrong choice on the tire. I knew that Rich goes good on the groove, so I just held my line and tried to block him. We made a few adjustments for the Challenge (see Briefly...) and that seemed to help, so we'll see. It feels good. My body's just got to hold up."

Gardner Racing/Walters Brothers Harley-Davidson's Dan Butler put on quite a show in the opening laps of heat two with a banzai charge around the outside of Bartels' rider Eric Bostrom and race leader Morehead to blow into the lead in decisive fashion. But the charge came up sour when Butler developed suspension problems which forced him high in turn three and allowed both Morehead, H-D Central/Frontier Harley-Davidson's Dale Jenneman and Bostrom back around to take the three spots into the main event. Despite the win, Morehead was looking for more speed.

"He (Butler) just buzzed around me on the outside," Morehead said. "We've been kind of fumbling around all night. We've put more gear on it for the main event. The biggest thing is to get hooked up on the rubber when you come across it. We haven't been able to do that yet."

DeMay Racing's Paul Morgan III, Parker and Bartels' Harley-Davidson's Jay Springsteen provided a few thrills of their own with a little dicing in the early going of the final heat of the night. The Michigan duo then quickly dispensed with Morgan and battled back and forth for about three laps before Parker stoked up the boiler and pulled clear to the win by an easy 20 lengths.

"We were going at it," Parker said. "Then I looked back for Springer and wondered where he went. I guess he hit a couple holes, and then he was all done. My leg feels great though. It didn't seem to bother me at all. I was wondering about it."

SEMIS

Harley-Davidson of Sacramento's Joe Kopp slipped underneath Butler on the final corner to win the first semi as the pair grabbed the two available berths into the main event.

"He was screwing up in one and two," Kopp said. "Then he started protecting his line. I owed him that from Delaware."

Deeley Harley-Davidson rider Steve Beattie led Joe Bisha/TCR R&D rider Brent Armbruster across the line in the

second semi as both riders got in the big show.

"Finally," Beattie said. "It's about time. I couldn't hit my ass with a two-by-six all night, but we're getting there. Hopefully in 25 laps I'll have it all figured out."

S&B Racing/Suburban Motors Harley-Davidson's Bret Beier barely beat an apparently rejuvenated Geo Roeder II in the final semi to earn one more ride while the rest of the field was sent packing.

"I got the better of him in one and two," Beier said. "I was on the pole, and he was running a little higher. I got him in the apex."

GRAND NATIONAL

Morehead was hooked up the best when the green light flashed as he led Atherton, Varnes, Parker, Davis and King off the line. The gap between the first six riders and the rest of the pack grew considerably in the early stages of the race; Springsteen led the second pack until lap nine before being forced to pull off with mechanical problems.

"I had a real bad wobble in one and two," Springer said. "Then it went away in three and four, so I kept going. Then it did it again, and I looked down and saw that the chollars (fork stops) were bent all the way back. The front end was loose. I thought, 'This could hurt,' so I shut her down."

With Springsteen's demise, Kopp and Jones took up the race for seventh place, one that the veteran from Oklahoma City would claim over the up-and-coming Washingtonian.

"He (Kopp) actually passed me early," Jones said. "But the Loral Lake Racing Honda was working good."

"I went by Ronnie, but he got me back - the dirty dog." Kopp said. "I couldn't run high down in turns three and four because they had watered it, and it was slick. I was going okay in one and two."

Camlin eventually ran down a steady-riding Jason Fletcher for ninth. Fletcher ran a solid 10th aboard his Spectro/Moroney's Harley-Davidson.

Parker quickly picked his way through what little traffic he needed to at the front of the pack and settled onto Morehead's rear wheel by lap five. Parker took his first shots at the "Findlay Flyer" in turns one and two, but Morehead appeared to have a much-better-handling motorcycle, which allowed him to dive lower and hold a tighter line on the groove. It just wasn't enough as Parker was able to utilize the superior tractability of "The Locomotive" to his advantage and drive past Morehead in turns three and four. The pair kicked and elbowed their way up the front straight before Parker finally had the room he needed to take the lead.

"I had him beat in the first corner, but I went a little high in three and he got back by," Parker said. "He just got out on me for a few laps, while I was feeling it out."

Atherton was running third, but he was struggling. The 25-year-old "veteran" of the TCR camp appeared to be just slightly off as he negotiated the groove. It wasn't long before Davis came calling on lap nine and dropped him to fourth.

"I thought that the race track would come to me," Atherton said. "In the past years they always watered it right before the main event, and it would be greasy for the first five laps and then work in. I was planning for that, but it stayed greasy the whole time. These race tracks aren't my cup of tea, but you have to learn to ride them all to win the championship."

Varnes also shot by Atherton rather easily. The Pennsylvanian had admittedly played it cagey after his near crash on the warmup lap, but he had found the zone and was moving toward the front with Davis.

"I didn't want to go backwards," Varnes said. "I was definitely faster than those guys in one and two. But I was losin' time in three and four where Morehead started pushing."

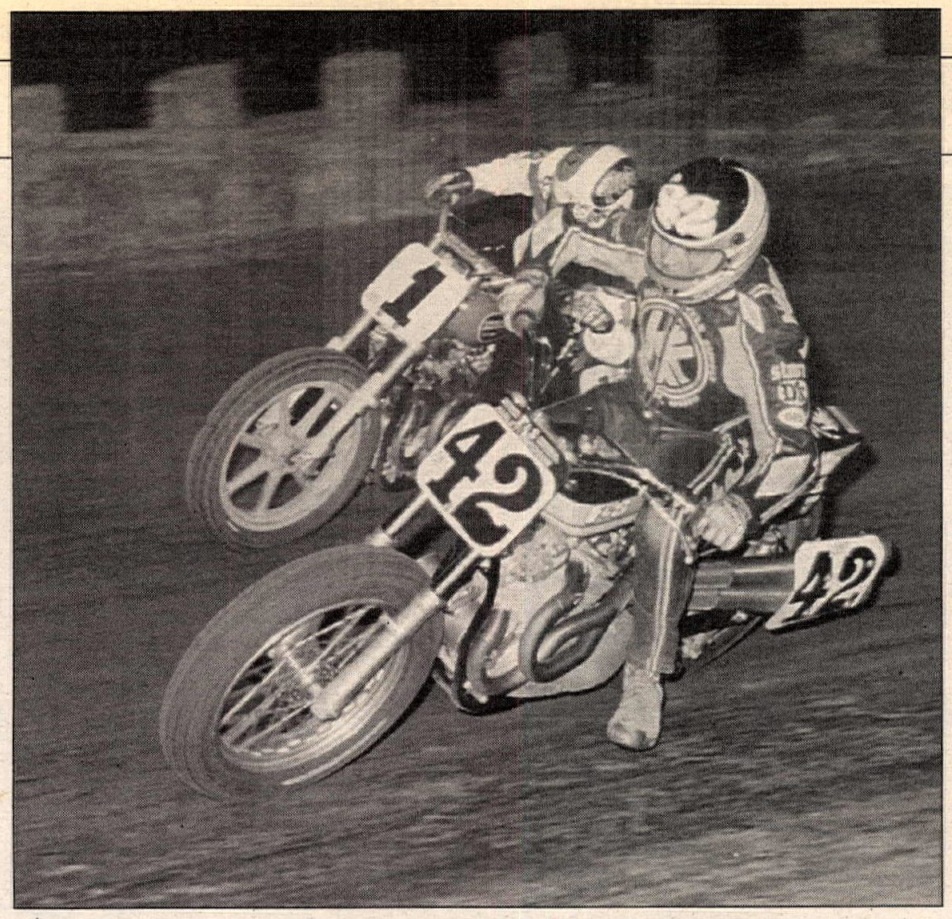
King slipped by Atherton on lap 17 to establish permanent residence in fifth place.

"My line went away," King said. "I felt like I was fast in three and four, but I was slackin' in turns one and two until the end."

Parker had shaken himself lose from the determined Morehead, and with about five laps to go, the champion appeared to dig a little deeper yet.

"After I passed him, I just kept looking around to see where he was," Parker said. "I just kept checking him out, and once I saw that I had put a little distance on him, I went on cruise."

Davis, meanwhile, closed the gap on Morehead with Varnes doing the same, and almost immediately there was a late-race, three-rider charge for second place. The three riders ran nose-to-tail for the remaining five circuits, and when Davis finally took his chance in turn three, it almost proved to be his undoing.



"I had him (Morehead)," Davis said. "Then I hit that deal and did about 15 tank-slappers and ate some dirt with my bottom teeth."

"Oh, yeah, he did," said Varnes, who took full advantage of the situation to go into third. "I went off the groove too, but not like that. I probably had enough to get past Morehead too, but when I looked back, Will was still right there."

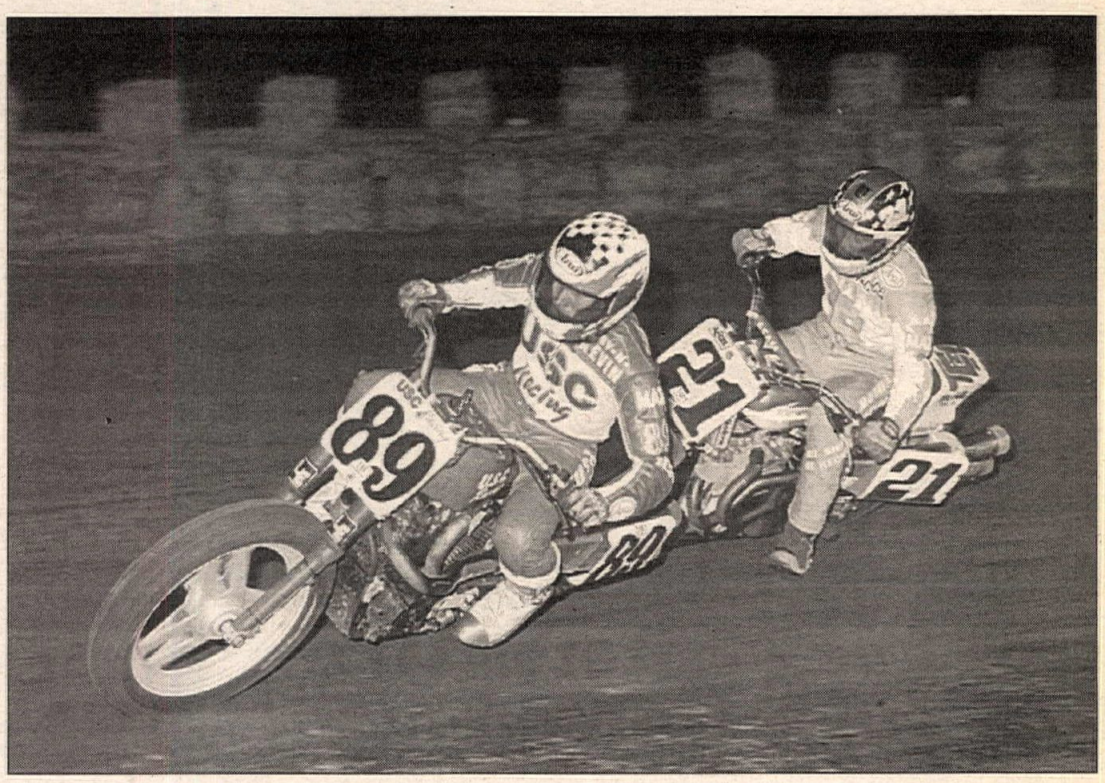
Morehead held off Varnes for second, but it was Parker's night, for the 72nd time in a record-shattering career that almost belies the competitive nature of Grand National dirt track racing.

"Bill just had the bike working awesome," Parker said. "I was still able to attack the hell out of the race track. It's still way too early about the points, but we made about $9000 today. Gas money."

883 NATIONAL

Georgie Price IV had a big smile on his face after the very first 883 practice session. The burly Sicklerville, New Jersey, rider had just gone out and thrown

(Opposite page) Steve Morehead (42) led eventual winner Scott Parker (1) and the rest of the 18-rider field at the start of the Sedalia Half Mile.
(Above) Parker caught Morehead fairly early in the event, making an outside pass in turns three and four to draw even with the Ohioan and then locking up the lead in turns one and two. Morehead still finished second.
(Right) Kevin Varnes (89) raced behind Will Davis (21) for most of the event before pulling off a pass for third place late in the feature when Davis hit a hole and nearly crashed. Davis stayed upright and finished fourth.



Rules are rules (?)

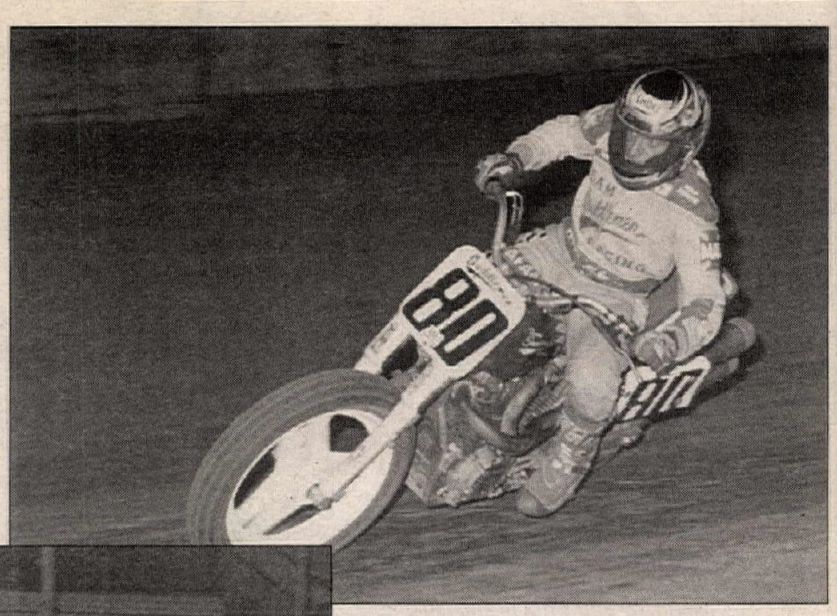
There was more controversy over the use of the RM250 number-plate/fork-guard combination that was first approved and later rendered illegal for dirt track by the AMA. Steve Beattie and mechanic Brian Olsen showed up in Sedalia with the unit on one of Beattie's Deeley-backed XR's and were promptly told to remove it despite the fact that Olsen had fitted a standard 10-by-12-inch dirt track number plate over the unit to make it conform to AMA specifications. "We never even heard they were illegal from anyone until today," Olsen said. "They said they sent out a bulletin, so I asked them for a copy of it, and they said they didn't have one because their computer was down." When asked if he had received a copy, Harley-Davidson factory mechanic Bill Werner - one of the other mechanics who had purchased some of the units after being assured by the AMA that they were legal - replied, "A copy of what? The phone call?"

Riders Ronnie Jones and Kevin Atherton claimed to have seen a bulletin, but that it stated the number plates were illegal only because of their improper size. Beattie's number plate measured 10 by 12 and thus should have been legal according to the bulletin. But AMA National Technical Inspector Rob King said that was not the case.

"It's very simple," King said. "There was a bulletin that says the 1996 Suzuki RM250 fork/number-plate combo is not allowed in dirt track racing. The bulletin does not cite any reasons, but there are two: The size of the number plate is not proper for dirt track, and the fork protector could be considered as streamlining."

King also said that the AMA had not tested the unit to determine if it indeed provides any aerodynamic benefit but did say that he had received feedback to that effect. King also said the bulletin regarding the rule change was sent out on "Thursday or Friday" (one or two days prior to the Sedalia event) but that there was no mandate that required the AMA not to enforce the rule until the bulletin was fully disseminated.

Round 7: State Fair Speedway



(Left) Kevin Atherton got to hold the checkered flag once on the night after winning the Don and Gary Scanlan Memorial Dash for Cash.
(Below) Georgie Price IV (71) easily ran down Eric Bostrom (20) and then left him behind to win the AMA 883 National.
Right) Rich King nursed a wounded bike and put together another consistent ride to finish fifth.

his Tilley's/TCP/Team Saddlemen Sportster around the race track like it was a 250. Long before the night's racing began, it looked as though Price had the field covered. And he did, but not without a little help.

Spectro/Moroney's Jason Fletcher strapped a big holeshot on Price and the rest of the field as the 17-rider, 12-lap 883 main event lumbered into turn one, and he started to stretch that lead rather quickly, but a front straightaway crash by Shaun Russell negated Fletcher's efforts, and gave Price a second chance.

Then, Bartels'/Saddlemen/Accel's Eric Bostrom got a flyer and led the second start. But Price was much closer this time, and on the fourth lap, he rather efficiently squared up turns one and two and powered into a commanding lead. That was all she wrote. Bostrom ran second and pulled out an advantage of his own on Wimer's H-D-backed Jess Roeder.

Fletcher was sixth, but he managed to pull away from both Springsteen and Nathan Wait, and then permanently took over the third spot from Roeder on about the seventh lap.

There was a bit of controversy on the final lap when Roeder and Wait made contact, sending Roeder to the ground hard at the end of the front straightaway. The tough Ohioan was up quickly and extremely upset with Wait.

"It's plain and simple," Roeder said. "We were coming into turn one, and Wait took my bars away from me. It's a shame he had to do that. I'm protesting him. If nothing else, it clearly states in the rulebook that you must make a clean pass. He took my points away from me, now I'm going to try and take my points away from him - legally."

"I didn't even know we made contact," Wait said. "Then when he came over to me, I went to the AMA and asked them what was going on. They told me that it looked like a clean pass to them, so I don't know what he can protest."

According to Roeder, the AMA would not hear a protest on the matter.

Price was far ahead of any controversy when the checkered flag fell, pulling across the line with a sizable lead over Bostrom and Fletcher to claim the second 883 National win of his career.

"I just stayed smooth," the unexcitable Price said. "Bostrom started hitting holes out there. He was making mistakes, and I was watching him and making sure I didn't ride through the same holes that he did." CN

State Fair Speedway
Sedalia, Missouri
Results: June 22, 1996 (Round 7 of 23)

HEAT 1 (10 laps; 10 riders, top 3 transfer): 1. Kevin Varnes (Hon); 2. Will Davis (H-D); 3. Ronnie Jones (Hon); 4. Joe Kopp (H-D); 5. Brent Armbruster (H-D); 6. Chance Darling (Hon); 7. Georgie Price IV (H-D); 8. Willie McCoy (H-D); 9. Nate Wait (H-D); 10. Gary Rogers (Hon).
Time: 4 min., 15.02 sec.

HEAT 2 (10 laps; 11 riders, top 3 transfer): 1. Kevin Atherton (H-D); 2. Rich King (Hon); 3. Davey Camlin (H-D); 4. Terry Poovey (Hon); 5. Kenny Coolbeth (H-D); 6. Geo Roeder II (H-D); 7. Lance Jones (H-D); 8. Tommy Hayden (H-D); 9. Recil Hart (H-D); 10. Les Washbon (H-D); 11. Rob Gette (H-D).
Time: 4 min., 19.91 sec.

HEAT 3 (10 laps; 11 riders, top 3 transfer): 1. Steve Morehead (H-D); 2. Dale Jenneman (H-D); 3. Eric Bostrom (H-D); 4. Mike Varnes (H-D); 5. J.R. Schnabel (H-D); 6. Dan Butler (H-D); 7. Ken Mohler (H-D); 8. Dave Hebb (Hon); 9. Randy Shank II (H-D); 10. Robert Tripp III (H-D); 11. Paul Bergstrom (Hon).
Time: 4 min., 20.90 sec.

HEAT 4 (10 laps; 11 riders, top 3 transfer): 1. Scott Parker (H-D); 2. Jay Springsteen (H-D); 3. Jason Fletcher (H-D); 4. Bret Beyer (H-D); 5. Paul Morgan III (H-D); 6. Steve Beattie (H-D); 7. Paul Lynch (H-D); 8. Brett Landes (Hon); 9. Jim Sumner (H-D); 10. Stephen Gill (H-D); 11. Ian Segedy (H-D).
Time: 4 min., 20.18 sec.

SEMI 1 (8 laps; 11 riders, top 2 transfer): 1. Joe Kopp (H-D); 2. Dan Butler (H-D); 3. Paul Morgan III (H-D); 4. Ken Coolbeth (H-D); 5. Brett Landes (Hon); 6. Georgie Price IV (H-D); 7. Tommy Hayden (H-D); 8. Randy Shank II (H-D); 9. Ian Segedy (H-D); 10. Gary Rogers (Hon); 11. Rob Gette (H-D).
Time: 3 min., 26.25 sec.

SEMI 2 (8 laps; 10 riders, top 2 transfer): 1. Steve Beattie (H-D); 2. Brent Armbruster (H-D); 3. Terry Poovey (Hon); 4. Lance Jones (H-D); 5. J.R. Schnabel (H-D); 6. Willie McCoy (H-D); 7. Jim Sumner (H-D); 8. Dave Hebb (Hon); 9. Lance Washbon (H-D); 10. Paul Bergstrom III (Hon).
Time: 3 min., 27.61 sec.

SEMI 3 (8 laps; 10 riders, top 2 transfer): 1. Bret Beyer (H-D); 2. Mike Varnes (H-D); 3. Geo Roeder II (H-D); 4. Chance Darling (Hon); 5. Paul Lynch (H-D); 6. Recil Hart (H-D); 7. Ken Mohler (H-D); 8. Stephen Gill (H-D); 9. Robert Tripp III (H-D); 10. Nate Wait (H-D).
Time: 3 min., 28.38 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Scott Parker (H-D); 2. Steve Morehead (H-D); 3. Kevin Varnes (Hon); 4. Will Davis (H-D); 5. Rich King (Hon); 6. Kevin Atherton (H-D); 7. Ronnie Jones (Hon); 8. Joe Kopp (H-D); 9. Davey Camlin (H-D); 10. Jason Fletcher (H-D); 11. Mike Varnes (H-D); 12. Bret Beyer (H-D); 13. Dale Jenneman (H-D); 14. Dan Butler (H-D); 15. Eric Bostrom (H-D); 16. Steve Beattie (H-D); 17. Brent Armbruster (H-D); 18. Jay Springsteen (H-D).
Time: 10 min., 34.88 sec.

AMA GRAND NATIONAL C'SHIP SERIES POINTS STANDINGS (After 7 of 23 rounds): 1. Will Davis (80 points/2 wins); 2. Rich King (59); 3. Joe Kopp (56); 4. Scott Parker (51/2); 5. Kevin Varnes (45); 6. Steve Morehead (41); 7. Kevin Atherton (38); 8. Brett Landes (34); 9. (TIE) Dave Camlin/Georgie Price IV (30); 11. Ricky Graham (29); 12. Ronnie Jones (23); 13. Jay Springsteen (17); 14. Mike Varnes (14); 15. (TIE) Roger Durkee/Ken Coolbeth/Bret Beyer (13); 18. (TIE) Dan Stanley/Terry Poovey (11); 20. Rex Fisher (10).

883 NATIONAL (12 laps; 17 riders): 1. Georgie Price IV; 2. Eric Bostrom; 3. Jason Fletcher; 4. Nate Wait; 5. Jay Springsteen; 6. Scott Stump; 7. J.R. Schnabel; 8. Robert Miller; 9. Jim Rosa; 10. Lance Jones; 11. Lonnie Pauley; 12. Paul Bergstrom; 13. Billy Martin; 14. Al Eadie; 15. Jess Roeder; 16. Dale Jenneman; 17. Shaun Russell.

AMA 883 NATIONAL C'SHIP SERIES POINTS STANDINGS (After 4 of 15 rounds): 1. Nate Wait (49); 2. Georgie Price IV (45/1 win); 3. Jess Roeder (42/1); 4. Mike Hacker (39/1); 5. J.R. Schnabel (35); 6. Scott Stump (34); 7. Jason Fletcher (29); 8. (TIE) Shaun Russell/Jay Springsteen (27); 10. Eric Bostrom (24); 11. Robert Miller (23); 12. Lonnie Pauley (20); 13. Johnny Murphree (15); 14. (TIE) Dale Jenneman/Lance Jones (14); 16. Billy Martin (13); 17. Matt Wait (12); 18. (TIE) John Wincewicz/Randy Texter/Jim Rosa (10).

Upcoming Rounds:
Round 8 - Lima, Ohio, June 29
Round 9 - Lake Odessa, Michigan, July 6

Briefly...

Kevin Atherton made $1750 by winning the Don and Gary Scanlan Memorial Dash for Cash, a four-rider battle that was open to the four heat-race winners. Atherton barely beat **Scott Parker** to the line for the cash. **Kevin Varnes** was third. **Steve Morehead** finished fourth.

Chris Evans was injured when he slammed into the ground between turns three and four in a slow-but-grinding practice crash. The Canadian suffered a third-degree separation of the left shoulder, and it was speculated that he may need surgery to repair the damage.

Snyder's Honda owner **Bill Snyder** and rider **Kris Armentrout** returned to Sedalia with the same **Honda Hawk dirt tracker** with which Armentrout attempted to make the show in 1995 - but only to practice on the machine, which is still not legal for Grand National competition. "We're going to run it in practice and see where we are timewise," Snyder said. "We're way ahead on the motor compared to where we were last year. We don't think that it would be competitive on the mile, but we do believe that it will be competitive on the half miles. If we can get it working, a guy can go buy a Honda Hawk motor out of a junkyard and go racing." Snyder said that there was a possibility the motor could be legalized through the proper channels in the future.

Mike Hacker was a no-show at Sedalia as the Spectro/Moroney's Harley-Davidson rider is still recovering from the broken ankle that he suffered at the LaSalle Short Track. Hacker will likely miss the Lima Half Mile as well and attempt to return to competition at the Du Quoin Mile.

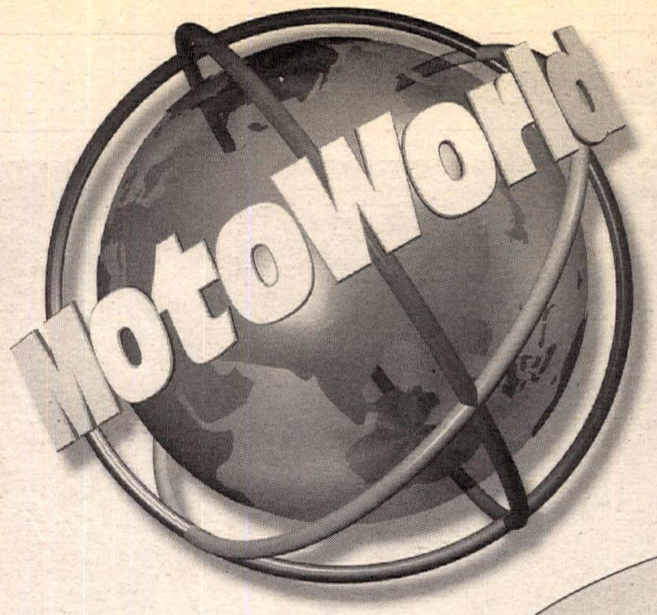
Also not in attendance was USC Racing rider **Ricky Graham**, though no explanation was given for the absence according to mechanic Johnny Goad, who was clearly unhappy. He made his decision," Goad said. "Now I've got to make mine. I ain't got time to be fooling around."

Canadian racer **Doug Beattie** was spotted hanging out in the pits. Beattie, a former 883 and Grand National competitor and the younger brother of Deeley Harley-Davidson rider Steve Beattie, said that he has been doing some mountain bike racing but hinted that he may return to the circuit to contest some 883 and 600cc events.

Ronnie Jones made a rather quiet foray out of retirement to contest the Sedalia Half Mile aboard his familiar Loral Lake Racing Honda. The race marked his first ride on a 750 in 1996. "When I first got out there in practice, I took my time," Jones said. "The guys I was on the track with probably thought I was going slow, but I was easing into it." Jones did in fact appear tentative at first, but he quickly shook the "rust" off, earning a direct transfer into the main event with a third-place finish in the fastest heat race of the night and then carding a seventh-place finish in the main event.

Davey Camlin was sporting the newest entry in the monoshock sweepstakes that is pervading the Grand National pits these days. Camlin's Corbin Racing Harley-Davidson was sporting a horizontal shock that ran underneath the motor similar to the arrangement found on J.R. Schnabel's Suburban Motors H-D XR, but closer inspection revealed that unlike Schnabel's Buell-style pull-shock arrangement, the Camlin machine uses a radius-rod arrangement to compress the shock in a more normal fashion. "It's actually an idea of Don Camlin's (Davey's dad)," team tuner Skip Eaken said. "Unless it works really, really good - then it was my idea." Davey Camlin said that the machine felt very consistent and used it to finish ninth in the Grand National main event.

TCR's **Kevin Atherton** was sporting a knee brace on his right knee at Sedalia and will probably use it for the remainder of the season to protect the injured joint. "I think I probably hurt it back in '89," Atherton said. "But I can think of several times where I have fallen off and it has swollen up. My doctor says that I ruined the meniscus from never getting it taken care of. It finally caught up with me. We'll fix it at the end of the championship. The brace just gives me a little confidence."



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The fireworks continue on MotoWorld in July with in-depth coverage of Motocross pro-ams, the World Grand Prixes of Germany and Britain, and closing looks at a Superbike season already in its twilight.

Plus, a special feature on Ty Davis, Randy Hawkins, Steve Hatch, and Kevin Hines at the exclusive ISDE training facility in Massachusetts. Don't miss it!

Tune in to MW2 for a trip across the pond to visit our tea drinking counterparts in London, England. Experience firsthand the international flavor of the World 125/250 Motocross, and visit one-on-one with World Superbike Champ Carl Fogerty.

Then, skip over to the Netherlands for the Dutch TT and unlimited access to Team Lucky Strike Suzuki and the zen of World GP racing.

JULY 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Friday	6/28	7:30-8:00pm	&	Saturday	6/29	11:30-12:00pm
				Wednesday	7/3	3:00-3:30am
Friday	7/5	11:30-12:00am	&	Saturday	7/6	11:30-12:00pm
				Tuesday	7/9	2:00-2:30am
Friday	7/12	11:30-12:00am	&	Saturday	7/13	11:30-12:00pm
				Wednesday	7/17	1:30-2:00am
Friday	7/19	11:00-11:30pm	&	Saturday	7/20	11:30-12:00pm
				Monday	7/22	3:30-4:00am
Friday	7/26	11:00-11:30pm	&	Saturday	7/27	1:00-1:30pm
				Tuesday	7/30	3:30-4:00am
PACIFIC TIME						
Friday	6/28	4:30-5:00pm	&	Saturday	6/29	8:30-9:00am
				Wednesday	7/3	12:00-12:30am
Friday	7/5	8:30-9:00pm	&	Saturday	7/6	8:30-9:00am
				Monday	7/8	11:00-11:30pm
Friday	7/12	8:30-9:00pm	&	Saturday	7/13	8:30-9:00am
				Tuesday	7/16	10:30-11:00pm
Friday	7/19	8:00-8:30pm	&	Saturday	7/20	8:30-9:00am
				Monday	7/22	12:30-1:00am
Friday	7/26	8:00-8:30pm	&	Saturday	7/27	10:00-10:30am
				Tuesday	7/30	12:30-1:00am

JULY 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Sunday	6/30	11:30-12:00pm	&	Wednesday	7/3	3:30-4:00am
Sunday	7/14	1:00-1:30pm	&	Monday	7/15	3:00-3:30am
Sunday	7/28	2:30-3:00pm	&	Monday	7/29	3:00-3:30am
PACIFIC TIME						
Sunday	6/30	8:30-9:00am	&	Wednesday	7/3	12:30-1:00am
Sunday	7/14	10:00-10:30am	&	Monday	7/15	12:00-12:30am
Sunday	7/28	11:30-12:00pm	&	Monday	7/29	12:00-12:30am

125cc 250cc AMA Motocross

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
Budds Creek, MD	Fri	7/5	9:30-11:30pm	& Fri	7/5	6:30-8:30pm
Southwick, MA	Sun	7/7	4:00-6:00pm	& Sun	7/7	1:00-3:00pm
Buchanan, MI	Fri	7/19	8:30-10:30pm	& Fri	7/19	5:30-7:30pm
New Berlin, NY	Sat	7/27	12:00-2:00pm	& Sat	7/27	9:00-11:00am

1996 125cc & 250cc SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Budds Creek, MD	Sun	7/7	10:00-12:00pm	& Sun	7/7	7:00-9:00am
Southwick, MA	Wed	7/10	2:30-4:30pm	& Wed	7/10	11:30-1:30pm
	Fri	7/12	9:30-11:30pm	& Fri	7/12	6:30-8:30pm
Buchanan, MI	Sun	7/21	2:00-4:00pm	& Sun	7/21	11:00-1:00pm
New Berlin, NY	Mon	7/29	2:00-4:00pm	& Mon	7/29	11:00-1:00pm

1996 125cc & 250cc REPEAT SCHEDULE ON

	EASTERN TIME			PACIFIC TIME		
Budds Creek, MD	Tue	7/9	1:00-2:00am	& Mon	7/8	10:00-11:00pm
Southwick, MA	Tue	7/23	1:00-2:00am	& Mon	7/22	10:00-11:00pm
	Fri	7/26	2:00-3:00pm	& Fri	7/26	11:00-12:00pm
Buchanan, MI	Sat	7/27	1:00-2:00am	& Fri	7/26	10:00-11:00pm

WORLD GP

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
GP of Netherlands	Sat	7/27	3:30-4:30pm	& Sat	7/27	12:30-1:30pm
GP of Germany	Tue	7/30	12:30-2:30am	& Mon	7/29	9:30-11:30pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
GP of Netherlands	Fri	7/5	7:30-9:30pm	& Fri	7/5	4:30-6:30pm
GP of Germany	Fri	7/12	7:30-9:30pm	& Fri	7/12	4:30-6:30pm
GP of Gr. Britain	Sun	7/28	3:00-5:00pm	& Sun	7/28	12:00-2:00pm

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
GP of Netherlands	Sat	7/6	3:30-5:30pm	& Sat	7/6	12:30-2:30pm
GP of Germany	Sat	7/20	6:00-8:00pm	& Sat	7/20	3:00-5:00pm
GP of Gr. Britain	Mon	7/29	4:00-6:00pm	& Mon	7/29	1:00-3:00pm

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Breaking new ground

(Left) Honda basically took conventional frame philosophy and set it aside in designing the first aluminum, dual-box-section, twin-spar frame to be used in a production MXer. Honda learned a lot about aluminum, twin-spar frame technology from the company's road racing department, such as with the CBR900RR.

(Right) The new frame is claimed to be four pounds lighter, and stronger, than the previous steel, conventional frame. The geometry is nearly identical to the 1993 CR250's frame, the frame that Jeremy McGrath uses in his race bike today.

By Kit Palmer

Honda is leading the way into a new era of motocross technology with the introduction of the very first production, aluminum-framed MXer to feature dual-box-section twin spars, box-section downtubes and compact forged pivot plates. The 1997 Honda CR250R is the recipient of this new technology, and is scheduled to appear on showroom floors by mid-September.

The new frame, which borrows much of this new aluminum, twin-spar technology from Honda's road racing department, is said to be stronger and four pounds lighter than the previous steel frame. The advantages of this new frame design are many, according to Honda. The frame is not only lighter and stronger, thus increasing lateral and torsional rigidity, but also permits easier carburetor and engine maintenance and allows the main volume of the 2.0-gallon fuel tank to sit lower and farther back in the frame for greater contribution to mass centralization. Another advantage with the new frame design is that a new, single-unit radiator can be used instead of two separate units; Honda claims that the new one-piece radiator increases cooling capacity by 150 percent.

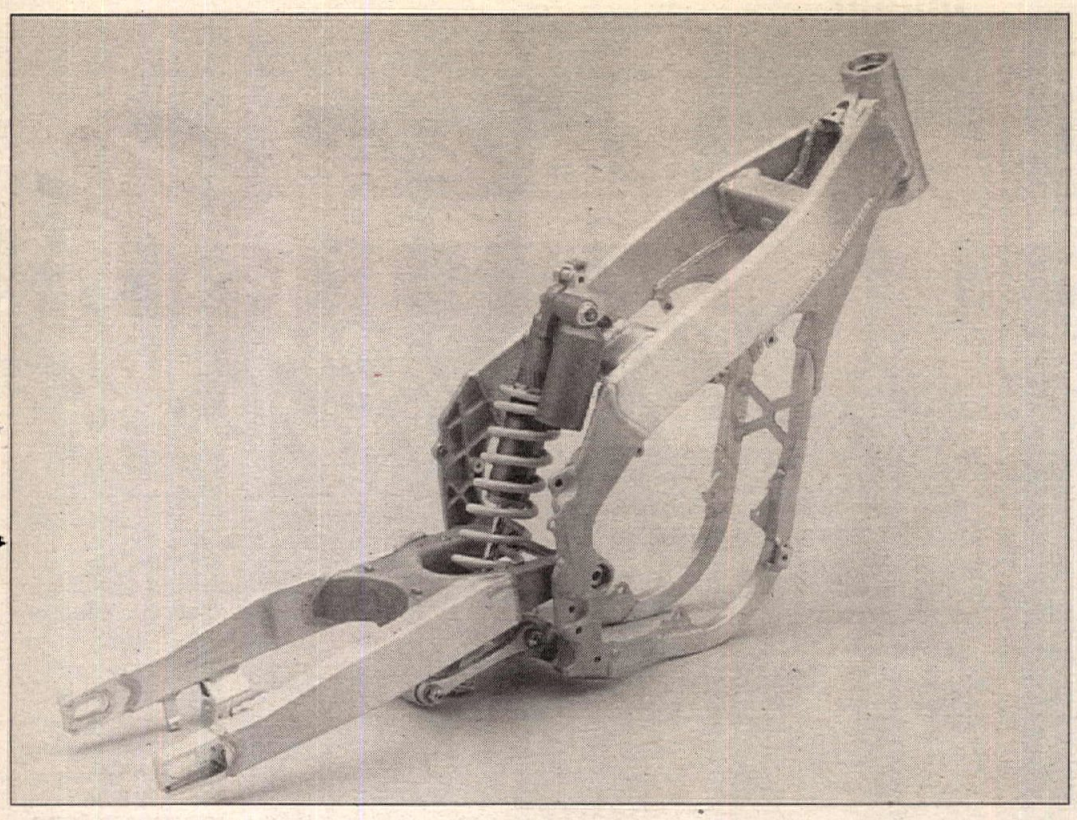
The overall frame geometry is similar to that of the 1993 CR250's frame, the frame that Jeremy McGrath has used in his race bike ever since. The new frame offer 28 degrees, two minutes of rake; 116.5mm trail, and 24mm of steering offset.

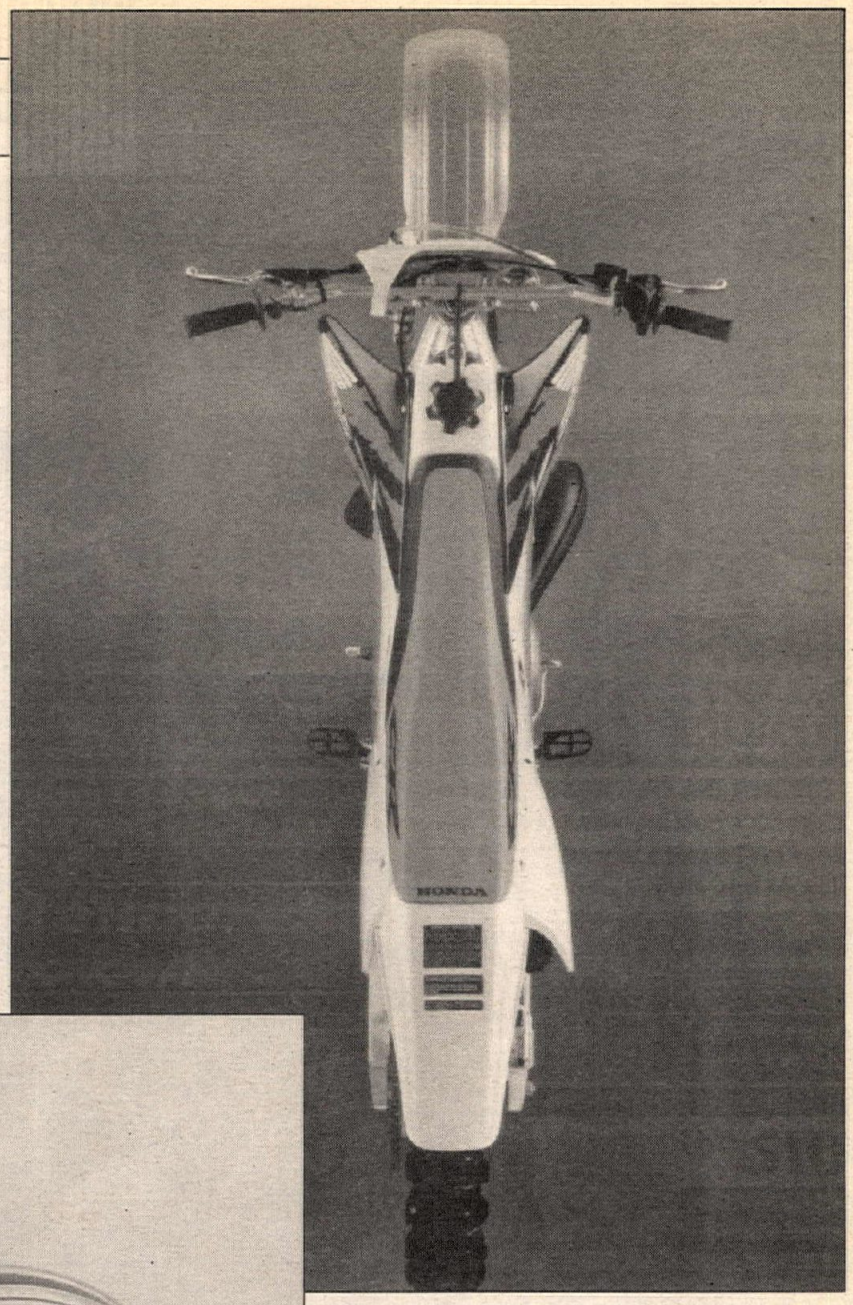
Honda tested a variety of forks on the twin-spar frame, including conventional forks, but settled on a 47mm, inverted, Showa twin-chamber, cartridge fork, that includes rebound and compression damping adjustability. Honda claims the new fork offers more consistent damping, longer intervals between service and a better bottoming system. Strangely, the rebound and damping adjusters have traded places - the rebound clicker is now on the bottom of the fork leg and the compression on the top. The fork now comes with a softer .40 spring.

The rear suspension received a major overhaul as well. First of all, there's an all-new, tapered, box-section aluminum swingarm that Honda claims is lighter and increases ground clearance.

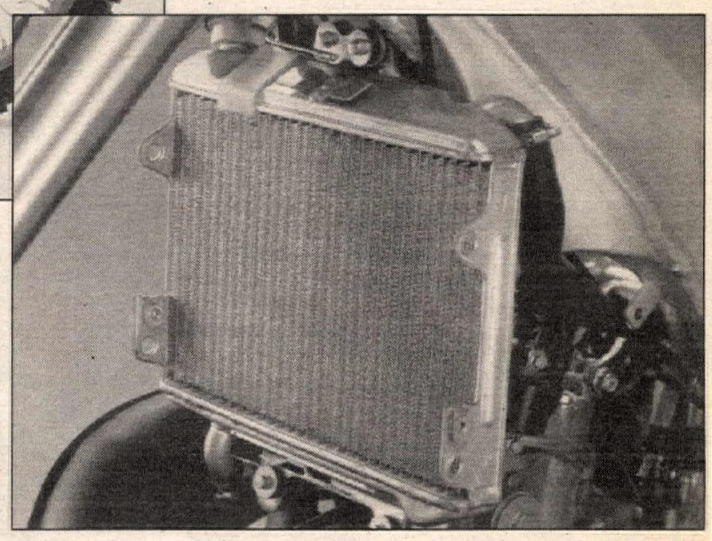
When it came to testing new shock linkages, Honda started out with the same ratio McGrath uses but found what's good for him just wouldn't be so good for the general masses and compromised on a ratio somewhere between McGrath's liking and the '96 ratio. Honda testers couldn't bottom last year's ('96) rear suspension but can on the '97. You know the old saying that a properly tuned-in suspension should bottom out at least one time a lap around any given track.

The Showa shock still offers "million-way" high- and low-speed compression damping adjustments, as well as





(Above left) The swingarm is now tapered to allow for greater ground clearance.
(Above) The new CR250 has a narrow and nearly seamless tank/seat junction.
(Left) The 1997 CR125 shares the same map-type ignition system as the 250, and features larger 46mm Kayaba forks. The '97 CR80, CR80 Expert and CR500 (not shown) are identical to last year's.
(Below) A single-unit radiator increases capacity by 150 percent.



rebound and spring preload adjustability.

Good news: Honda didn't change the motor... much. The 249cc, liquid-cooled motor does have a new flat-top piston, slighter different port timing, new high-lift reeds (10mm to 12mm) and a new pipe and silencer, though. But, for the most part, it's the same basic engine as '96.

The CR features a 38.3mm power jet-controlled, flat-slide Keihin carburetor. Information is fed from the CDI ignition and the engine's rpm to a solenoid (mounted on the side of the carb's float bowl), which in turn, automatically adjusts, or opens, the carburetor's new power jet. The system is designed to produce a more linear throttle response at low rpm, thus improving traction out of the corners. This all happens below 8000 rpm.

The CR also features a rather high-tech map-type digital ignition. A small computer in the CDI, an eight-bit processor, reads wheel-acceleration rate, compares it to the rpm of the engine, and makes timing adjustments accordingly. Honda claims that the rider will notice better throttle response, but more importantly, better hookup out of the turns.

Other changes include a new, stronger steel water-pump gear, new brake rotors, a new rear axle that features integrated collars for easier maintenance, and new handlebars. Honda tested the same handlebars that McGrath uses but found that those bars probably wouldn't fit the general public, since McGrath has an extreme forward riding style. Instead, the production CR250 comes with the same handlebars found on Steve Lamson's 125cc outdoor National bike.

The '97 Honda CR125 doesn't get the aluminum frame, but did take on some significant changes. As it did last year, it features a map-type digital ignition, and a few things to increase durability, such as a thicker third gear, and a new steel water pump gear and kick shaft collar.

Honda also changed the final drive ratio, going from a 13/51 sprocket combination to a 12/49 blend.

The 125 also gets a brand-new fork. It now features a larger 46mm (up from 43mm) Kayaba inverted fork and, with it, a larger-capacity cartridge, from 28mm to 32mm.

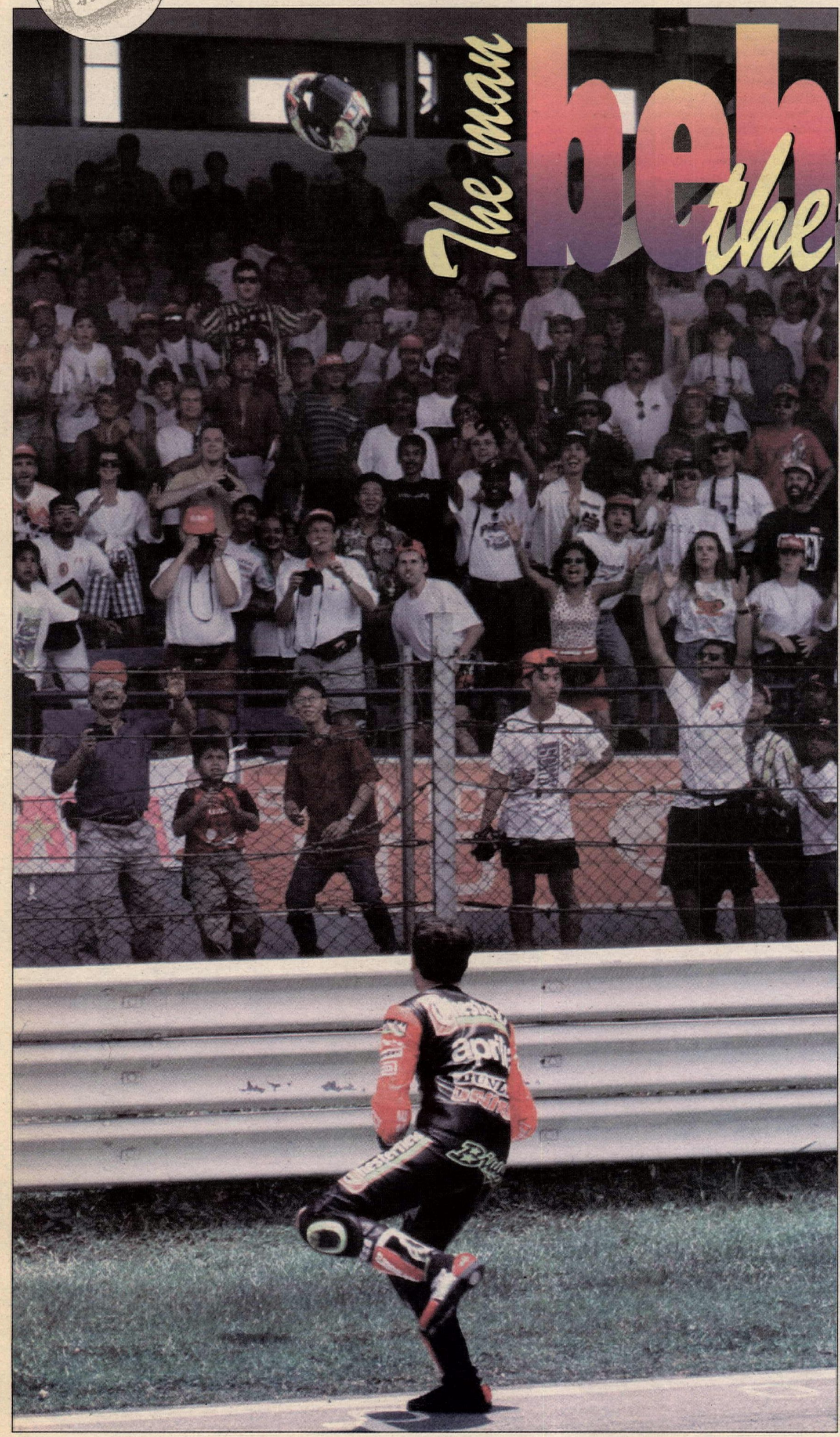
To give the 125 a roomier feel like the 250, the footpegs have been lowered 5mm and the handlebar is positioned slightly higher and wider. However, the wheelbase has been shortened by 3mm.

And the other three bikes in the CR lineup, the CR80, 80 Expert and 500? They are unchanged for '97, except for graphics.

As for cost of the new CRs, well, you might want to be sitting down for this. The CR250, aluminum frame, power jet carb and map-type ignition and all, has only increased $200 over last year's model! The MSRP of the '97 CR250 will be $5699, which is incredible when you consider all the changes. The CR125 will cost $4799; the 500 $5499, the 80 Expert $3149 and the 80 $3049.

As mentioned, the CR250 should be available by mid-September and the rest just before the 250. CN

The man behind the mask



By Michael Scott
Photos by Gold & Goose

Which way did Max Biaggi go? This is the question on the lips of all of his 250cc-class competitors. In the space of a year or two, the once desperately close and competitive 250cc Grand Prix class has become instead a distant and more or less dispiriting pursuit of the flying Italian with the infuriating habit of qualifying on pole position and streaking off into a lead of 10 seconds or more by half distance.

Max's complex personality is by now well-known, combining exuberance with reclusiveness; outgoing star quality interrupted by introspective solitude. So is his racing ability. Fast from the beginning, he has year by year added maturity and consistency to his by now devastating speed. With a style that is both accurate and aggressive, he and the black-and-yellow factory Chesterfield Aprilia are one of the great spectacles of modern racing.

What lies behind the success of this extraordinary rider, who has single-handedly risen as a colossus of the 250cc class, and now stands poised on the brink of a 500cc career? I sought the views of two men well qualified to see beyond the obvious facts: Aprilia's racing boss and his team's overall manager Carlo Pernat; and Wayne Rainey, not only one of racing's most observant experts, but also the man heading the team of his so-far thoroughly vanquished major rival Tetsuya Harada. Their answers were very revealing.

Pernat, whose full title is Team Manager and Public Relations for the Aprilia Racing Team, knows Max better than anybody, both as a rider, and off the track. This is not to say the two are friends. As Pernat observes. "Max does not want any friends - not inside racing." The relationship between this rider and his team boss is complicated because of their continuously difficult business arrangements. Max is his own manager, and he drives a very, very hard bargain, while Pernat is a key adversary. Max is currently looking around in the 500cc class, with approaches from HRC and probably just about everyone else, as well as an ardent invitation from Aprilia to stay with them to race their 400 - and a 250 as well, if he likes.

But Pernat is worried that Max will price himself out of the market, and in the long term this will be a mistake. "I believe a rider should concentrate on riding, and that he should employ a professional manager to take care of his business. Riders and businessmen talk different languages, and have different reasons for decisions. In my opinion, being his own manager is not very positive for him. I have seen the same when Reggiani moved to Honda, and had a

bad year. And look what is happening to Cadalora now - he is also his own manager."

Pernat looks back to Max's roots to try to understand the psychology of a man who doesn't play the friendship game, who sets psychological mind-traps not only out on the track but also in the paddock, both inside and outside his own pit - but who is so darned fast that any factory team will make as many compromises as they can in order to have him on board.

"Everybody in the world has their psychology shaped by what happens in their life, especially their early life," says Pernat.

What happened to Max was important in shaping the difficult but awe-inspiring character of today.

"When he was very young, very soon after he was born, Max's mother went out of the family. His father was... not a perfect man. The result was that Max became a loner. And he is a loner for life.

"Life was very difficult for him when he was young. Now, he wants to be a king, and he wants to show that he doesn't need anybody else."

On the track, however, this confidence, driven though it may be by the determination bred of insecurity, is devastating. Pernat is clear on why Max is just so successful, beyond the obvious fact of his talent.

"It is a combination of factors. One big reason is that he was born with Aprilia. What I mean is that his whole feeling of motorcycling came in the first place from riding an Aprilia.

"When he was a teenager, he played football (soccer). He didn't race motorcycles. He was already 18 or 19 when he first raced in Italy (in the Aprilia Cup on a production 125), and then he immediately joined Aprilia to race a 250 to win the European Championship in 1991. Apart from one year with Erv Kanemoto and the Honda (in 1993), all his racing experience has been on the Aprilia."

Max's bond with his machine is intimate and strong, continues Pernat. "It represents his whole racing experience. This has strengthened him in a very excellent way. At first, the bike was not changed very much especially for him. He grew into it. In the last couple of years with the team he has learned a lot. He has really applied himself to gain the technical knowledge, so that now he has the ability to change the bike to suit himself.

"His natural talent is very strong. You can see him when he finishes a race - when he wins a race. He gets off the bike, and he is very calm, not breathing fast, very quiet." (Apart, of course, from the shows of exuberance and helmet-tossing that he lays on for the crowd.)

"His approach to racing is very professional. He spends at least two hours every day training. At the start of this season he was two or three kilograms lighter than last year. I don't know how many other 250 riders put in that sort of effort. I would say that last year he was at about 90 percent sure of himself. Now it is 98 percent."

"He is so strong in every way. Mentally very strong. He destroys his competitors with his mind. He uses every advantage of psychology with other riders... and he is very intelligent. You could see what happened with (Loris) Capirossi." (In their epic struggle of 1994, the former double 125cc champion became erratic and flustered.) "He wants only enemies. Harada's biggest problem is always Biaggi."

Pernat is also aware that Max has fate on his side this year, both because several strong 250cc riders have left the class - like Tadayuki Okada, Kenny Roberts Jr. and Jean-Michel Bayle, and Capirossi the year before; and because the rival machines have faltered somewhat, each in its own way.

"There is no challenge this year. The Yamaha engine is no good - we could see that from early in the season. You could even see it in Harada's face after the first race.

"Honda have made a mistake with the chassis." (It is notoriously sensitive and difficult to set up, as Ralf Waldmann and others have complained.) "Their engine is good, but not their handling."

Does this make Biaggi complacent? Not likely. "He is very complicated, psychologically. He is a strange person. Though that is not unusual in a top rider.

"There are always battles within the team. He loves to show he is the strong man. Each day there is some argument - he wants something out of the normal. One day he will be upset, the next day he is lovely, the next day he wants something difficult. He wants to be the only Aprilia rider, but that is very difficult for me, because we are a factory, not a team, and I must protect the interests of the other riders. I think sometimes he is too much the star. It comes from his insecurity."

Rainey does not have the advantage of such a close-up view, but he does have a different perspective - that of a rider who has himself scaled the heights of perfection, as well as a burgeoning team manager whose hope of a first World Championship in that role have been dashed by the Italian's extraordinary prowess this year.

"The thing about Max is his preparation," Rainey said. "He figured out early in his career what he needs, and he went out to make sure he got it. He has a really good focus on winning. His riding style also suits the Aprilia a lot. Basically the bike's been built round him. You can see from his riding that he's totally familiar with pretty much everything it's going to do.

"Don't forget that his Aprilia's engine is really good. Consider the way (Marcellino) Lucchi went in Italy, in just one GP. (He was second as a Wild card.) And how fast (Eskil) Suter's bike is. (The Swiss privateer has a '95 works machine.)

"Aprilia are really serious about racing. They test twice a week, every week. They have a full-time test rider on the job. Put all that together, and you have a combination."

But Rainey is convinced that Harada could give him a run for it, if he didn't have problems of his own. And it's not the switch to Michelin tires. "Tetsuya could learn to adapt, if only the bike would let him. But the Yamaha has a serious engine problem with throttle snatch between 8,000 and 10,000 rpm - just where you turn the throttle on in the corner. Control at that point is vitally important, and it means he just can't ride the bike to his ability.

"We're all working on fixing it, but the way Max has built up such a lead, we'll need for him to have a big hiccup if there's any chance of catching him."

Certainly, nothing short of a series of non-finishes could haul Max within hailing distance in the championship. Meanwhile, he is already looking ahead. He wants to go 500 racing, and he wants to do it on a Honda. And this might not be so easy, says Rainey. "What I'm seeing with Capirossi (his 500cc-class rider) as well as with Bayle and (Kenny Roberts) Junior is how much they still have to learn. They're going good, but it's going to take two or three years before they'll really be at their peak.

"It's hard moving from a 250 to a 500, because you have to ride them so differently. I think it's probably easier coming from a Superbike to a GP 500 than from a 250. Max could find that a problem."

It is this factor that Pernat hopes will operate in his favor, to keep Max with Aprilia, riding the 400 in 1987. As every racing insider will agree, the prospect of this massive 250cc talent applying his skills to the increasingly impressive overgrown version of the Aprilia V-twin is extremely exciting. "It would be a very beautiful thing," says Pernat.

The problem is money. Paddock rumor has it that Max's asking price is in excess of $1 million - the sort of fee commanded by established riders of high quality, rather than class rookies. "Aprilia cannot afford that," says Pernat. "I think it is crazy to ask so much. This is not Formula One racing. It is motorcycle racing. There is a limit."

Max is a man used to flirting with limits, however, and he does it better than most. And whatever he does ride when he gets to the 500cc class, his opponents should beware. CN

Colomer jumps, Lampkin slumps

FILE PHOTOS BY JOHN DICKINSON

By John Dickinson

SENEZ, FRANCE, JUNE 15-16

The opening five rounds of the World Trials Championship focused on a superb duel between Spanish champion-elect Marc Colomer and current World number four Doug Lampkin, who was fully justifying his elevation to the number-one berth on the Italian Beta factory team.

Both youngsters comprehensively whipped seven-time champion Jordi Tarres in the opening three rounds. And even though a revitalized Tarres struck back with a welcome win in America, regaining some of his lost ground in the process, the real interest lay in the Colomer-Lampkin battle. The Briton bagged second in Rhode Island to gain a slim, single-point lead over Colomer. But the Spaniard hit right back with a win in Canada to snatch a narrow, two-point title lead from Lampkin, who was demoted again to second.

This battle looked set to seesaw excitingly right to the wire, but just as someone once said a week is a long time in politics, the opposite can be said for world trials. Especially by Lampkin. Just one week after leaving Canada, the 10-round series resumed in Europe. While Colomer romped away to an impressive victory on his Montesa in France, Lampkin inexplicably slumped to fifth. A paper-thin two-point deficit became an 11-point chasm overnight. And with Tarres in third place in France, behind an on-form Kenichi Kuroyama, Tarres suddenly looks menacing in Lampkin's rearview mirror, now just eight points adrift in the overall standings.

France, amazingly, was not the expected tight-turn-followed-by-6-foot-rock-step succession of look-alike sections so beloved by European section plotters these days. Instead, it was a succession of look-alike, shale-covered vertical climbs and drops that hovered between the spectacular and the downright dangerous.

The trial was staged in Senez, located in southeastern France, a few hours' drive from the Mediterranean town of Nice in a trial-trail-motocross complex. And as always in France, a huge crowd was attracted to the well-run event. The French public has remained faithful to trials even though they have failed to provide a new generation of riders to continue the good work of Thierry Michaud and Philippe Berlatier. Both Michaud and Berlatier, incidentally, turned out and won their respective classes in a "fun trial" staged Friday evening.

For Lampkin, the weekend was definitely one of contrasts. On Saturday, he overcame several potentially damaging problems to lead at the end of the first day, having dropped 18 marks over the 14 sections, although Colomer and Kuroyama were right behind, just one point off the leader's pace.

After cleaning the opening three hazards, along with Colomer and French favorite Bruno Camozzi, Lampkin had the Beta rear shock collapse on him, yet still managed somehow to drag the Techno out of the hazard for a clean. But he then had to wait 15 minutes while mechanics sorted out the faulty suspension and he blamed the disturbance in concentration for his taking a maximum in the very next section, one of the easiest of the loop.

Lampkin made up for this mistake, though, with a single dab in section eight, the same section that Colomer took a 5 in. A fired-up Kuroyama made it through for two.

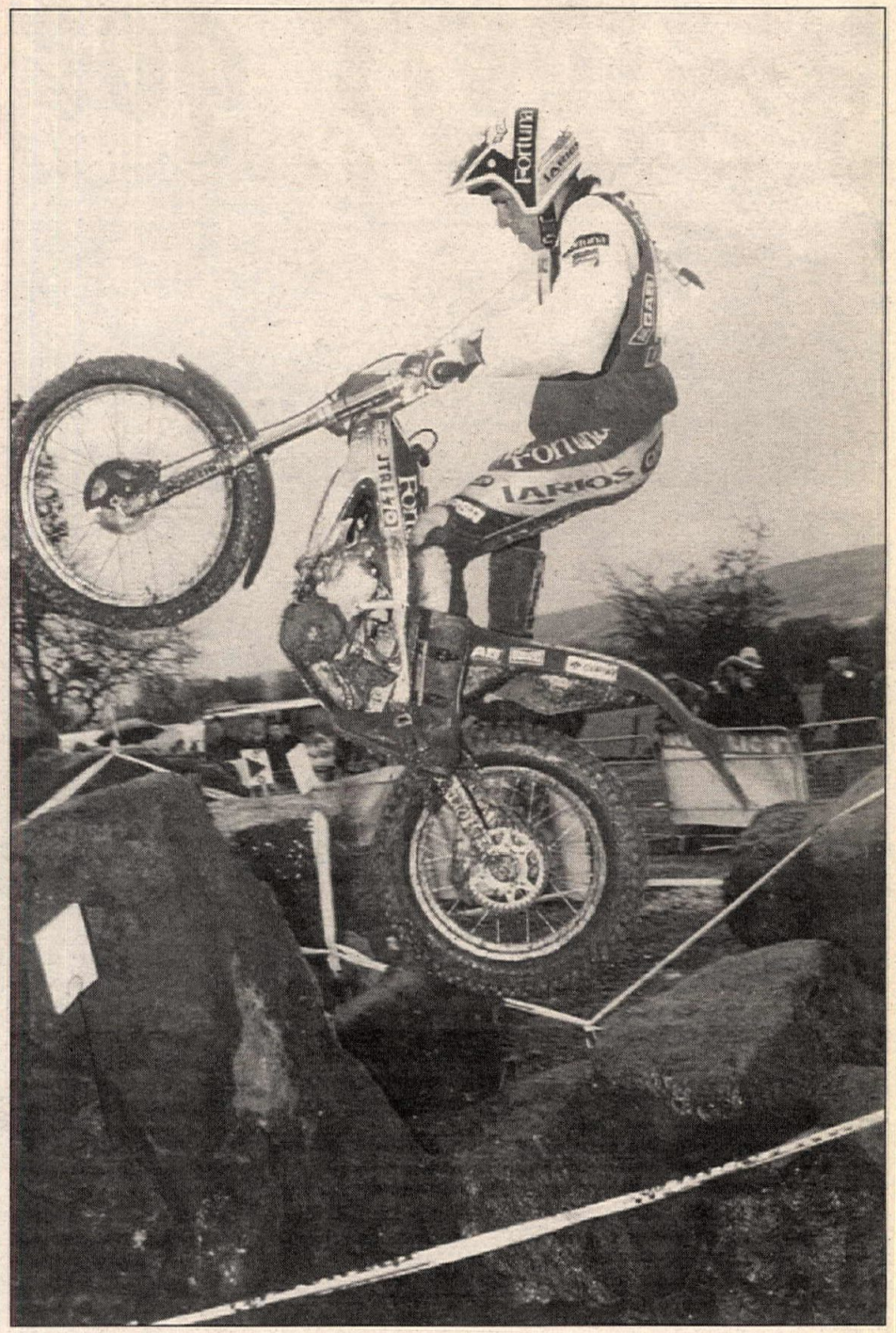
No one could make anything of section 12, where the opening climb just got so steep at the top that if you lost momentum, there was no way you were going to make it, though Colomer used the brute power of the Montesa to scale the hazard for a 2.

As Lampkin said in his recent interview with *Cycle News*, the only area the Techno lost out in to the Montesa was in the power department. It showed how right he was in France. The very big hills demanded a powerful motor and, frankly, everyone was struggling except Colomer, Fujinami on the identical Honda and Hideaki Mitani on another HRC development bike.

The last section of the day, as is now expected, was a man-made arena hazard. This was a seminatural section with rocks sunk into an earth banking, and it proved absolutely impossible on Satur-

(Left) Marc Colomer rode to an impressive victory in France, staying consistent despite changing conditions.
(Below) An on-fire Kenichi Kuroyama scored a comfortable second, only 10 points behind Colomer.

(Left) Everyone was expecting another duel between Doug Lampkin and Colomer but the British rider was suddenly off form and finished fifth. (Below) Spaniard Jordi Tarres finished third and trails second-in-points Lampkin by only eight points.



day, especially when an expected thunderstorm - featuring torrential rain - struck just as the last man on the course, Amos Bilbao, was attempting this 11th section.

Heavy overnight rain made the sections even harder for Sunday's opening loop when it was immediately obvious that Lampkin was not the man he had been on the previous day. Colomer and Kuroyama were both still in the groove, though. The Spaniard matched his opening score of 19, while Kuroyama was only one mark worse off at 20, as they both dealt brilliantly with the wet conditions. Tarres, too, matched his opening gambit, just off the pace again on 27. But he was a sight better off than Lampkin, who was getting angry with himself, having lost three maximums on his way to a frustrating 29. Lampkin was thus eclipsed by his new mentor, Beta development rider Donato Miglio, who posted a fine 26.

Conditions improved drastically for the final loop as the ground dried out under a hot sun. This brought out the best in Colomer as he easily logged the best lap of the trial with just 10 marks on his punch card. Camozzi finished strongly with a 13, much to the delight of his home supporters, while Tarres signed off with 14. Although the seven-time champ's score was much better than Kuroyama's 20, Tarres was unable to improve on his third place.

Colomer, noticeably more relaxed this year, commented, "Of course I am happy to win again and increase my lead over Dougie (Lampkin), but I had a bad day like this last year and there are still four more trials to go."

Kuroyama had easily his best ride of the year as the sections allowed him to flow naturally. Sometimes this year he and his team have tried to slow things down a bit and it hasn't always worked. Tarres is certainly back to something approaching his old self, while Camozzi, surprisingly, continued his excellent run, although his fourth place in the championship is now under severe threat from Kuroyama.

Vets Amos Bilbao and Donato Miglio were happy with sixth and seventh ahead of teenage sensation Takahisa Fujinami, who adapted well to the sections over the weekend. Brits Graham Jarvis and Steve Colley completed the top 10.

Colley continues to be an enigma as he struggles to make top 10, though he shows form on occasion that hints at much better possibilities. Even his often-uptight minder Jake Miller seems now to have accepted the inevitable. As Colley's notorious bad start got under way on Saturday, Miller was asked how things were going toward the end of the loop. "Exactly to plan," said Miller dryly. "We fived the first section and have lost loads more since." CN

French World Round
Senez, France
Results: June 15-16, 1996 (Round 6 of 10)

O/A: 1. Marc Colomer (Mon) 49 points; 2. Kenichi Kuroyama (Bet) 59; 3. Jordi Tarres (G-G) 68; 4. Bruno Camozzi (G-G) 71; 5. Doug Lampkin (Bet) 73; 6. Amos Bilbao (G-G) 85; 7. Takahisa Fujinami (Hon) 88; 8. Donato Miglio (Bet) 89; 9. Graham Jarvis (Sco) 95; 10. Steve Colley (G-G); 11. Tommi Ahvala (Fan) 99; 12. Diego Bosis (G-G); 101; 13. David Cobos (G-G) 104; 14. Marcel Justribo (Bet) 105; 15. Takumi Narita (Bet) 106.
WORLD C'SHIP SERIES POINT STANDINGS (After 6 of 10 rounds): 1. Marc Colomer (109/3 wins); 2. Doug Lampkin (98/2); 3. Jordi Tarres (90/1); 4. Bruno Camozzi (68); 5. Kenichi Kuroyama (64); 6. Amos Bilbao (62); 7. Takahisa Fujinami (44); 8. Marcel Justribo (36); 9. Graham Jarvis (36); 10. Steve Colley (32); 11. Tommi Ahvala (31); 12. Donato Miglio (26); 13. David Cobos (17); 14. Takumi Narita (17); 15. Tomoyuki Ogawa (15); 16. (TIE) Joa Hindren/Diego Bosis (13); 18. Joan Pons (12); 19. Gabriel Reyes (2); 20. Jose Benitez (1).

Upcoming Rounds:
Round 7 - Bardonecchia, Italy, June 22-23
Round 8 - Grossheubach, Germany, July 6-7

Briefly...

Joan Pons, as predicted, has indeed split with the Fantic factory, and the Spanish world number five turned up in France armed with a Gas Gas. Unfortunately, there was little improvement in his result, as a disastrous second loop, where he lost 49 marks, saw Pons finish out of the points in 16th place.

Honda has proved how serious it is about the two-stroke trials project's success by sending top Japanese rider **Hideaki Mitani** to France with a second development RTL to join Takahisa Fujinami. Mitani did not disgrace himself in the world-class company, but finished 20th, a long way behind eighth-place Fujinami.

Doug Lampkin arrived in France with a virtual steel ring of family team members to mind for him in France. All ride trials to a high standard, starting with Doug's famous father, Martin, who was joined by cousin John (Britain's Beta importer), plus James Lampkin and Dan Hemingway. The latter contests the European championship series. There was a lot of pressure on Doug in France and there is a sense that he is now beginning to feel this, just as Colomer has over the past two seasons.

Jordi Tarres turned up with a secret weapon in France in the form of ace minder **Pedro Olle**, another new member of Tarres' already considerable backup force. It was thought that this was a psychological move designed to get at Colomer, although, if this was true, Colomer obviously never read the script. Former Beta development rider Olle "discovered" Tarres as a young rider and shepherded him to his first world championships. Olle, one of the most respected guys in the game, then did a similar talent-spotting job on Colomer, with whom he worked before disappearing from the scene two years ago.

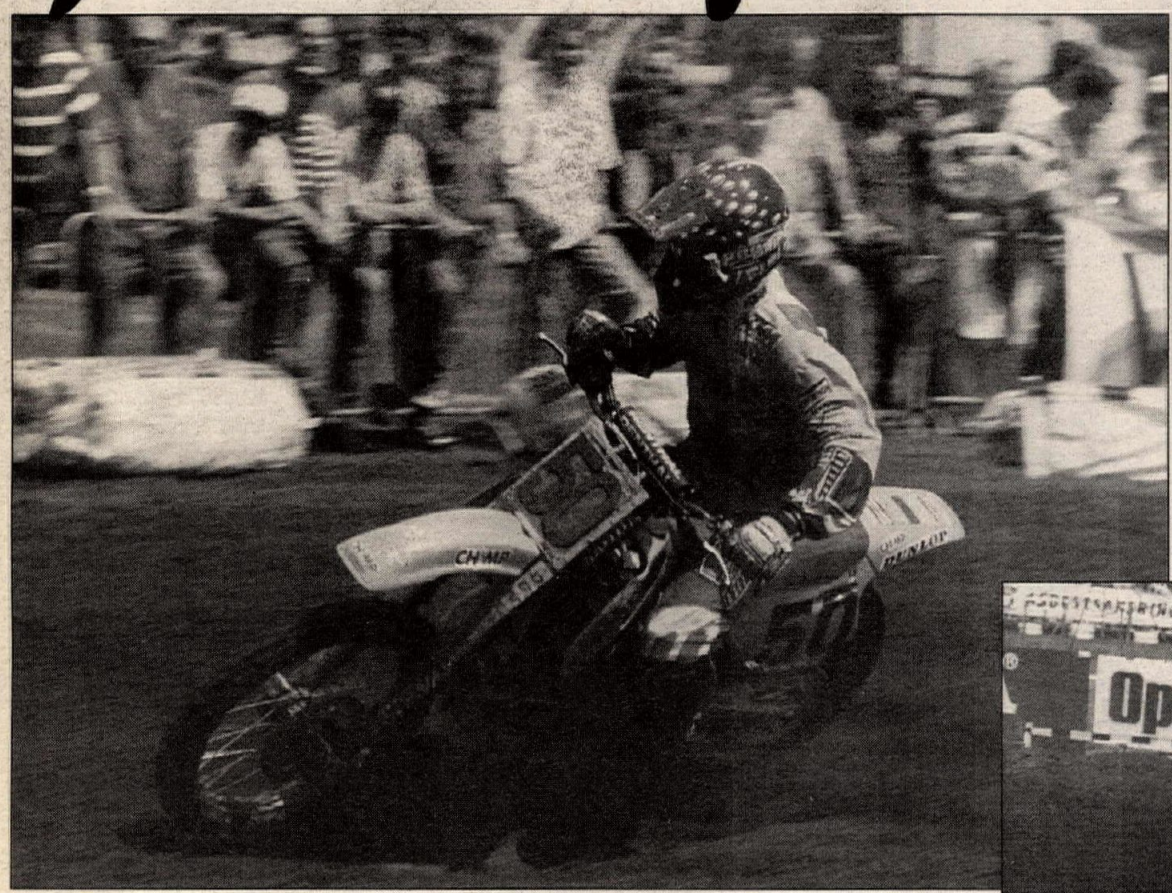
Bruno Camozzi has been involved in several controversies this year and the big Frenchman incurred the wrath of several riders who alleged that his minder, brother Christophe, removed several stones from under his Gas Gas wheels on the 11th section on Saturday - a move contrary to FIM rules.

Graham Jarvis joined Doug Lampkin as a last-minute replacement for an indoor trial in Pamplona, Spain, before the French round. Both riders flew back home from Canada, said a brief hello to friends, then hit the road for Spain and France. Jarvis has established himself as a regular top-10 finisher this year, giving the French-built Scorpa valuable publicity.

Canadian rider **Derek Thomas** found the going tough in France, posting maximum 70-point scores on his three loops to finish last of the 34 finishers. He did at least finish, though, as five riders including **Jean-Luc Nictou** and **Piero Sembenini** failed to complete the course.

Round 6: Dutch GP

Giesbers goes wild



(Left) KTM's Leon Giesbers, a 250 GP regular, decided to miss the Finnish 250cc GP and made it pay off at his home track in Lierop by taking wins in both motos for the overall win on a KTM 360. (Below) Belgian Joel Smets played it safe in both motos and scored a 2-2, which was good enough to wrestle the points lead away from Shayne King. Smets leads King by 12 points, 178 to 162.

By Alex Hodgkinson

LIEROP, HOLLAND, JUNE 16

Leon Giesbers' decision to miss the Finnish 250 GP to ride a 360 KTM at his local Lierop track in the Dutch GP paid dividends as he scored the first victory by a wild-card rider, heading Joel Smets home in both motos.

The defending champion, Smets, had every reason to be happy, however, as his 34-point haul moved him into a 16-point lead in the standings over Shayne King at the halfway stage of the season.

Peter Johansson had the holeshot nailed for once as the pack stormed into the first turn, but the Swede braked a little too late, slued wide and Smets was through with Peter Dirkx in second.

While the champion stormed clear, the home crowd had their eyes on Giesbers. Fifth behind Eckenbach by the end of the first lap, he took just two more laps to make second, and then he pulled back Smets.

Twice in lapped traffic the champion got away again, but he didn't resist when the Dutchman came a third time. "Okay, I could gain another three points on the opposition if I beat him, but it wasn't worth the risk," Smets said. "It wasn't only the points I could have thrown away with a fall in this moto. I also had to think about the second race. If I get a bad start and have to come through the pack I will need all the energy I have in this heat. And if I start well, the second moto will decide the overall."

Second place gave Smets the championship lead back as Shayne King came home 10th. "It should've been much more," King said."Who the hell does Jacky Martens think he is? It was on the fourth lap. I had moved forward a couple of places, to eighth, and was riding nice. I had the line in the turn, and he just slammed into the back of me, completely out of control."

After taking ninth from Lacher with a lap to go, King threw away one point himself. "Just a momentary lack of concentration and the front wheel washed out," he said.

The German was another man angry with Martens. "He is driving like a maniac," said Lacher. "There was no space for him to pass and he just slammed into my foot. I completely lost my rhythm after that for a couple of laps. The first half of the race had gone so well. I was keeping pretty much on the pace of Van Doorn and Theybers, just trying to stay calm and avoid mistakes."

The Swede had ridden like a demon for half an hour to race into a clear third. "I felt sure I could keep it, but three lapped runners - Pignotti and two Dutchmen - nearly ran me off the track, and it completely ruined my rhythm. I got sand in my mouth, too, and had difficulty breathing towards the end."

Martens was fifth, riding as though his job was on the line, but he had a host of enemies apart from Shayne King and Lacher because of other race incidences.

"He (Martens) just cannoned into me and put me over the fence," Christian Burnham said. "There was no way he could have passed me fairly there."

"I've just been to see him," Darryll King said. "He can think himself lucky I didn't punch him. I've got enough problems without him using me as a berm."

The Kiwi had been a hero on his way to 14th as he bravely battled against the pain of his broken right thumb. "I'm having to hold on with my fingers," he said. "If it hadn't been my throttle hand it would've been easier. It was pure determination which got me to the finish."

The second moto was a battle of attrition with just 22 riders still circulating at the finish.

Van Doorn led initially before Martens bustled his way past to run away from the pack at a speed he would clearly not be able to maintain.

Giesbers, who had slipped past Smets early on, was soon up to second as Van Doorn toured slowly back to the pits. "He (Giesbers) jumped into me midair and his footrest ripped an enormous hole in the clutch casings," said Giesbers.

Giesbers and Smets were both content to let Martens lead until he tired, but such was the ex-champ's advantage over the rest that no one else was to catch him even though he was obviously exhausted.

A repeat of the first-moto result looked a certainty - until the last lap.

"I was undecided for several laps whether or not I should go for him and risk a mistake," said Smets. "It's been so tight this year that if they had offered me yesterday a 16-point lead this evening, I would've grabbed it. I knew my best chance was to catch him by surprise, so I had to leave it until Giesbers' pit crew could not warn him." In a fantastic last lap reminiscent of Dave Thorpe at his peak, Smets pulled back nearly 10 seconds in just over a lap, but, despite a fantastic broad-sliding final turn, missed the win by the length of a bike.

The happy winner claimed he was handicapped by a blocked air filter, but the official records showed that he maintained his lap times throughout the final stages.

Shayne King cut his losses with a marvelous fifth. "That's what the first race would've been like but for Martens," said King. "In two weeks we're back on my tracks. I'm not finished yet."

Elder brother Darryll had only lasted a lap, saying, "I gave it all I had in that first race. I just couldn't hold on anymore." A mixed day for the family was completed when youngest brother Damian lost 11th on the last lap when he ran out of fuel.

Lacher rode the best sand race of his career for sixth. "I had to come from dead last," said Lacher. "I got a bad start and then I stalled the motor at the third corner."

Johansson's second ride was soon over when he cracked his jewels on the gas tank.

Mike Healey, still affected by the injury sustained when he punctured a lung, was twice eliminated by the claustrophobic conditions in the long wooded section: "I could exhale okay, but I just couldn't inhale in the dust," Healey said. CN

Dutch 500cc GP
Lierop, Holland
Results: June 16, 1996 (Round 6 of 12)

MOTO 1: 1. Leon Giesbers (KTM); 2. Joel Smets (Hbg); 3. Danny Theybers (Hon); 4. Peter Dirkx (KTM); 5. Jacky Martens (Hus); 6. Ronny Weustenraed (Hon); 7. Peter Johansson (Hus); 8. Gert Jan Van Doorn (Hon); 9. Dietmar Lacher (Hon); 10. Shayne King (KTM); 11. Mikkel Caprani (Hus); 12. Chris Jacobs (Hon); 13. Claus Manne Nielsen (KTM); 14. Darryll King (Hon); 15. Marc Vorstenbosch (Hon).

MOTO 2: 1. Leon Giesbers (KTM); 2. Joel Smets (Hbg); 3. Jacky Martens (Hus); 4. Danny Theybers (Hon); 5. Shayne King (KTM); 6. Dietmar Lacher (Hon); 7. Mikkel Caprani (Hus); 8. Christian Burnham (Hon); 9. Claus Manne Nielsen (KTM); 10. Jason Higgs (Hon); 11. Hans Koenen (Hon); 12. Ton Van Grinsven (Hon); 13. Rupert Walkner (KTM); 14. Christophe Bertrand (Hon); 15. Stefan Van Asten (Hon).

O/A: 1. Leon Giesbers (KTM); 2. Joel Smets (Hbg); 3. Danny Theybers (Hon); 4. Jacky Martens (Hus); 5. Shayne King (KTM); 6. Dietmar Lacher (Hon); 7. Mikkel Caprani (Hus); 8. Peter Dirkx (KTM); 9. Ronny Weustenraed (Hon); 10. Claus Manne Nielsen (KTM).

WORLD CHAMPIONSHIP 500cc MX SERIES POINTS STANDINGS (After 6 of 12 rounds): 1. Joel Smets (178/1 win); 2. Shayne King (162/3); 3. Peter Johansson (125); 4. Dietmar Lacher (121); 5. Darryll King (114/1); 6. Rupert Walkner (85); 7. Gert Jan Van Doorn (79); 8. Danny Theybers (78); 9. Franco Rossi (48); 10. Jacky Martens (47); 11. Bernd Eckenbach (46); 12. Mikkel Caprani (46); 13. Attilio Pignotti (44); 14. Leon Giesbers (40/1); 15. Peter Dirkx (36); 16. Trampas Parker (36); 17. Jonte Engdahl (32); 18. Dirk Geukens (29); 19. Ronny Weustenraed (24); 20. Erwin Machtlinger (22).

Upcoming Rounds:
Round 7 - Kramolin, Czech Republic, June 30
Round 8 - Vernon Mount, Ireland, July 21

World Championship 250cc Motocross Series
Round 7: Finnish GP

An early Finnish

HEINOLA, FINLAND, JUNE 16

Marnicq Bervoets registered his fifth consecutive overall victory with two clear-cut wins in the Finnish GP to extend his lead over American Tallon Vohland to 55 points.

Defending champion Stefan Everts lost yet more ground with a second moto DNF after finishing fourth in the opener.

The GP was run one hour earlier than usual to allow the teams to catch the ferry from Helsinki on Sunday evening. They had been stuck in Scandinavia for two weeks after an original date clash with a major stock car race in the Finnish capital forced a one-week postponement.

Bervoets is totally dominant at the moment, but there is a small glimmer of hope for the opposition as the next round in England is at a Foxhills track where the Belgian has never bettered a fifth-placed moto finish. CN

Finnish 250cc GP
Heinola, Finland
Results: June 16, 1996 (Round 7 of 13)

MOTO 1: 1. Marnicq Bervoets (Suz); 2. Jocke Karlsson (Hon); 3. Tallon Vohland (Kaw); 4. Stefan Everts (Hon); 5. Werner Dewit (Suz); 6. Pedro Tragter (Suz); 7. Kurt Nicoll (KTM); 8. Sandro Puzar (Hon); 9. Yves Demaria (Yam); 10. Jaimy Scevenels (Hon); 11. Andrea Bartolini (Yam); 12. Peter Iven (Kaw); 13. Miska Aaltonen (Hon); 14. Chicco Chiodi (Yam); 15. Pit Beirer (Hon).

MOTO 2: 1. Marnicq Bervoets (Suz); 2. Yves Demaria (Yam); 3. Jocke Karlsson (Hon); 4. Tallon Vohland (Kaw); 5. Werner Dewit (Suz); 6. Pit Beirer (Hon); 7. Peter Iven (Kaw); 8. Remy Van Rees (Kaw); 9. Pedro Tragter (Suz); 10. Andrea Bartolini (Yam); 11. Paul Cooper (Kaw); 12. Kurt Nicoll (KTM); 13. Marko Kovalainen (Hon); 14. Ola Eifrem (Kaw); 15. Chicco Chiodi (Yam).

O/A: 1. Marnicq Bervoets (Suz); 2. Jocke Karlsson (Hon); 3. Tallon Vohland (Kaw); 4. Yves Demaria (Yam); 5. Werner Dewit (Suz); 6. Pedro Tragter (Suz); 7. Stefan Everts (Hon); 8. Peter Iven (Kaw); 9. Kurt Nicoll (KTM); 10. Andrea Bartolini (Yam).

WORLD CHAMPIONSHIP 250cc MX SERIES POINTS STANDINGS (After 7 of 13 rounds): 1. Marnicq Bervoets (245/5 wins); 2. Tallon Vohland (190); 3. Stefan Everts (174/2); 4. Pit Beirer (125); 5. Werner Dewit (123); 6. Jocke Karlsson (120); 7. Frederic Bolley (115); 8. Yves Demaria (114); 9. Andrea Bartolini (103); 10. Pedro Tragter (95); 11. Peter Iven (65); 12. Chicco Chiodi (64); 13. Sandro Puzar (62); 14. Remy Van Rees (58); 15. Kurt Nicoll (46); 16. Rob Herring (28); 17. Paul Cooper (21); 18. Jaimy Scevenels (21); 19. Miska Aaltonen (19); 20. Leon Giesbers (14).

Upcoming Rounds:
Round 8 - Foxhills, England, June 23
Round 9 - Belo Horizonte, Brasil, July 14

World Championship 125cc Motocross Series
Round 7: French GP

The record-breaker

CUSSAC, FRANCE, JUNE 16

Sebastien Tortelli rewrote the history books in his home GP when he scored his sixth consecutive overall victory, the first time this feat has been achieved in the 55-year history of motocross GP racing.

After his Indonesian win two weeks previously, the 17-year-old had shared the record of five with Torsten Hallman (250cc, 1963), Gaston Rahier (125cc, 1975), Heikki Mikkola (500cc, 1977) and Marnicq Bervoets, who had reached the total two hours earlier in Finland. CN

French 125cc GP
Cussac, France
Results: June 16, 1996 (Round 7 of 12)

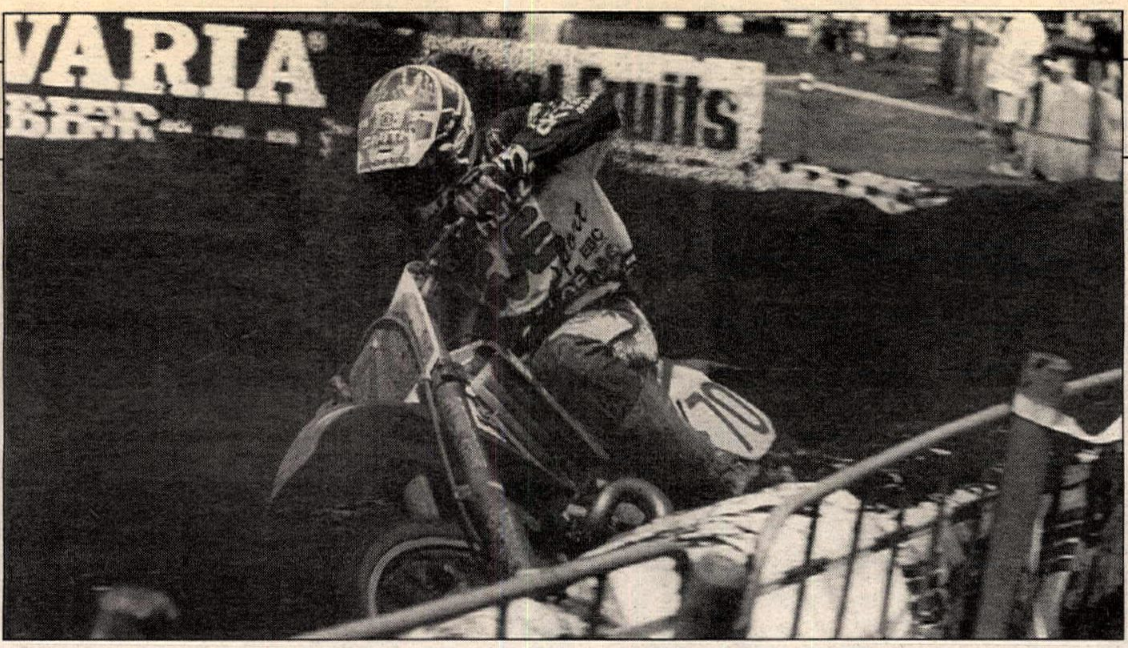
MOTO 1: 1. Sebastien Tortelli (Kaw); 2. Frederic Vialle (Yam); 3. Luigi Seguy (TM); 4. Paul Malin (Yam); 5. Mauro Dal Lago (Hon); 6. Xavier Colomer (TM); 7. Brian Kjaer Jorgensen (Suz); 8. Philippe Dupasquier (Kaw); 9. Stephane Roncada (Hon); 10. Simone Girolami (Hon); 11. Moises Bernandez (Yam); 12. Collin Dugmore (Hon); 13. Andi Kanstinger (Hon); 14. Alex Belometti (Hon); 15. David Vuillemin (Kaw).

MOTO 2: 1. Sebastien Tortelli (Kaw); 2. Paul Malin (Yam); 3. Erik Camelengo (Yam); 4. Frederic Vialle (Yam); 5. Alex Belometti (Hon); 6. Luigi Seguy (TM); 7. Simone Girolami (Hon); 8. Stephane Roncada (Hon); 9. Brian Kjaer Jorgensen (Suz); 10. Moises Bernandez (Yam); 11. Collin Dugmore (Hon); 12. Craig Pratley (Suz); 13. Xavier Colomer (TM); 14. Mauro Dal Lago (Hon); 15. David Aviles (Kaw).

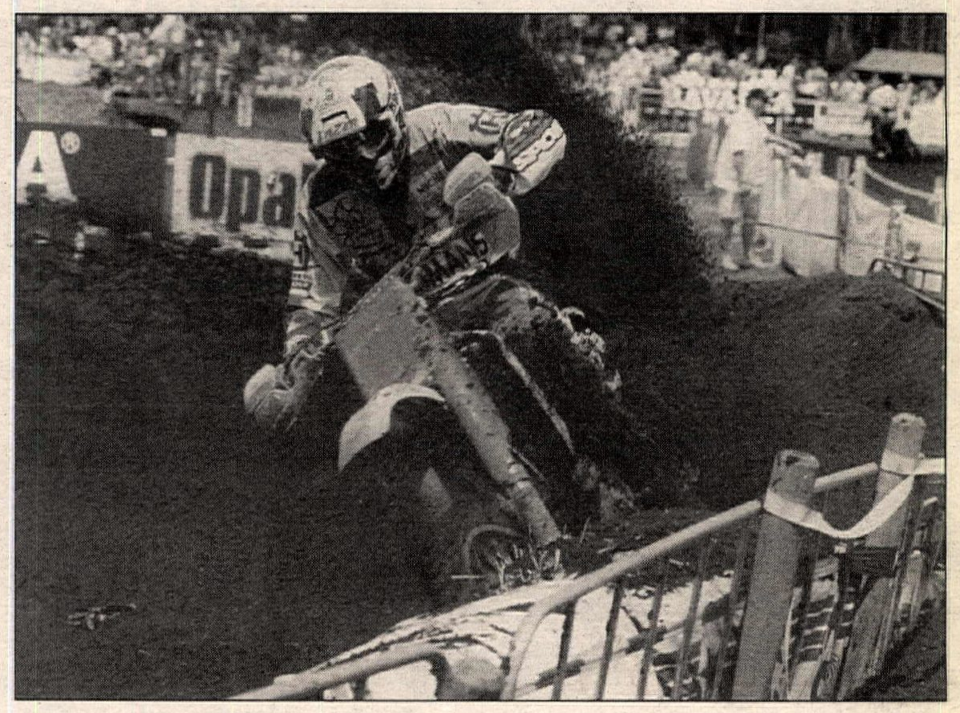
O/A: 1. Sebastien Tortelli (Kaw); 2. Paul Malin (Yam); 3. Frederic Vialle (Yam); 4. Luigi Seguy (TM); 5. Brian Kjaer Jorgensen (Suz); 6. Erik Camerlengo (Yam); 7. Simone Girolami (Hon); 8. Stephane Roncada (Hon); 9. Alex Belometti (Hon); 10. Mauro Dal Lago (Hon).

WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (After 7 of 12 rounds): 1. Sebastien Tortelli (235/6 wins); 2. Frederic Vialle (185); 3. Paul Malin (174); 4. Mickael Maschio (100); 5. Luigi Seguy (93); 6. Collin Dugmore (88); 7. Brian Kjaer Jorgensen (85); 8. Michele Fanton (81); 9. Stephane Roncada (76); 10. Alex Belometti (68); 11. Bob Moore (61); 12. Mauro Dal Lago (60); 13. Philippe Dupasquier (52); 14. Erik Camerlengo (45); 15. David Vuillemin (41); 16. Massimo Bartolini (40/1); 17. Xavier Colomer (39); 18. Andi Kanstinger (39); 19. Simone Girolami (34); 20. Pedro Tragter (32).

Upcoming Rounds:
Round 8 - Foxhills, England, June 23
Round 9 - Nismes, Belgium, July 7



(Left) German Danny Theybers motored his Honda CR500 to third overall for the day at the Dutch GP with consistent 3-4 motos.
(Below) Past 500cc Champion Jackie Martens rode like an animal at the GP and was widely criticized by other riders for his rough tactics. He finished fourth overall for the day with a 5-3 tally, and moved up from 18th to 10th in the point standings.



Briefly...

Leon Giesbers became the first rider to win a GP as a wild card in Holland. Since 1982 riders have only been allowed to contest one category of the world MX championships in any single season, but at the fall congress the FIM decided to allow one rider from the host nation to ride "out of class." The Italian Attilio Pignotti scored at the opening 125cc GP and Pedro Tragter nearly won the Dutch 125, but 250cc GP regular Giesbers has the honor of being the first rider to utilize the regulation to win a GP.

Stefan Everts is due to contest the Belgian 125cc GP and **Jocke Karlsson** the Swedish 500cc GP, while **Pit Beirer** is scheduled for both the 125cc and 500cc German GPs later in the season.

Fuel consumption was a major concern in the Dutch GP. **Big tanks** were the rule rather than the exception, but many knew that they might still run out. The KTMs looked particularly vulnerable, but in the end only two riders - Belgian Chris Jacobs, while running sixth, and Damian King, 11th, in race two. GP winner Giesbers, who had borrowed a standard 363 KTM, said, "I have done several 40-plus-two motos on similar tracks here in the area and I can't make it even with the 3.4-gallon enduro tank. We have blown it up to 3.8 and hope it is enough." Mike Healey had a 3.9-gallon tank, but even that might not have proved enough for the throttle-happy Californian. "I rode with a 3.4-gallon tank in Lommel this week and ran dry in 30 minutes," he said.

Pro-Grip team boss **Graham Kent** was at least upping the chances of a non-stop ride with his machine preparation. "One of the major problems in the sand when the air temperature is also high like today is that the fuel is boiling already in the tank. I've insulated the tank with an asbestos foil material like they use in Formula One behind the driver's seat," Kent said. The experienced mechanic also brought his dual air filter system into play on race day because of the danger of a blocked filter if racing in the pack.

KTM title candidate **Shayne King**, a lot more delicate on the throttle, was confident that his 3.4-gallon standard enduro tank was enough. "I have been using less than 2.7 gallons for 40 minutes in consumption tests," he said. Even champion Smets was apprehensive. "I expect to use at least two gallons here under normal circumstances, so I can't afford any spillage. Our tanks only hold 2.2 gallons." Most teams were also looking to prevent overheating with additional air flow to the radiators, cutting holes at the rear base of the front fender to direct additional air.

Darryll King returned to action with a specially made brace for his right thumb, having broken a bone at the base three weeks previously. "I went to a hand specialist in Antwerpen and he arranged the cast for me," said King. "It cost $300 and is specially reinforced at the base of the thumb where the break is. I haven't ridden for three weeks until I got here. I just have to try to salvage a few points here and then go for it again in Czecho in two weeks time. I'll be okay by then."

Shayne King and **Joel Smets** had both been undergoing physiotherapy on their injured thumbs since Slovakia.

Shayne King and **Mike Healey** were both pulled off the track during the first free practice in Holland for wearing shirts with no cuffs. King said, "They told me it was against the rules because the wind could blow the sleeve up my arm, then a bee could sting me and I might lose control and crash. I asked them if they would like to go and take all of the rocks off the track because there is a much greater danger of crashing if one of those hits me on the arm whether I'm wearing a shirt or not." Healey responded in typically flamboyant fashion, ripping off his shirt and throwing it in the face of the official.

Trampas Parker was a non-arrival. The American, not satisfied that he can ride for podium finishes again this summer after suffering back injuries in March, is reported to have arranged with his sponsors to stop racing this year and forgo payment if they promise to back him in 1997.

Franco Rossi was absent after injuring a knee while practicing in Lommel during the week.

Shayne King's **factory KTM** featured new electronics to control the exhaust valve system.

Gerald Delepine was a spectator in Holland and said he hoped to return to action at the next round. "The right ankle I broke in Austria in April healed a few weeks back, but at my first race back in Belgium I broke a bone in my left ankle," he said.

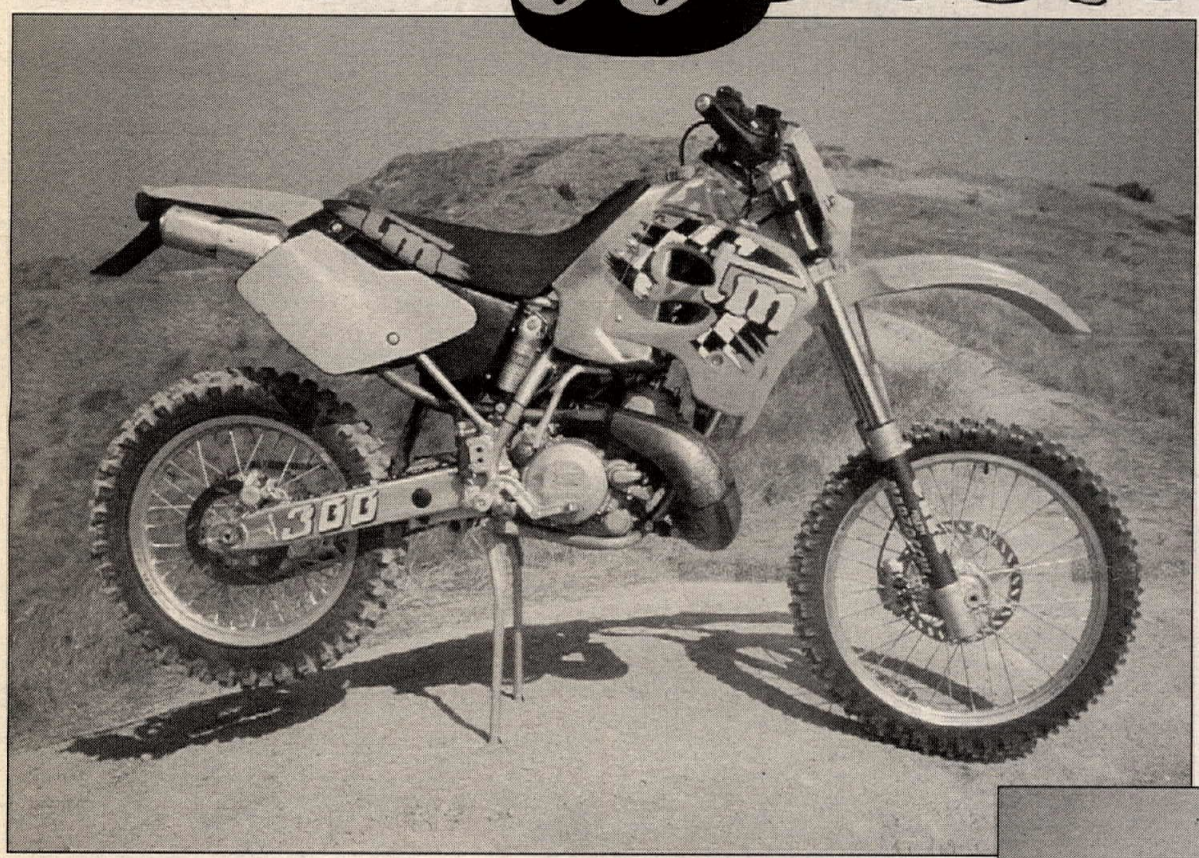
FIM **fuel tests** were carried out in Holland. It was nice to see that the two riders supposedly chosen at random were the title candidates **Joel Smets** and **Shayne King.** No one suspects either of cheating, but expensive tests on riders who finish, say, 13th and 22nd are nothing short of ridiculous.

American **Bob Moore** crashed in France during the week and broke a small bone in the right foot. He is recuperating in America and will miss the British 125cc GP.

After an ineffective attempt to return from injury at the Indonesian GP, **Claudio Federici** was a non-arrival in France. It is not clear whether or not he will be at Foxhills.

The Italian TM factory have signed up **Luigi Seguy** and **Xavier Colomer** to fill in for the injured **Massimo Bartolini.** They both raced top six in France.

Big difference



(Left) Like all of the bikes in TM's lineup, the TM 300 Enduro is a rolling showcase of aftermarket accessories and works-like, billet-aluminum hardware. The optional aluminum tank holds 3.6 gallons of roost juice and looks sano. It's a joy to look at - except for the pink plastic. (Below) The TM 300 Enduro produces plenty of power and hooks up quite well in slick and silty conditions.

By Cameron Coatney
Photos by Kit Palmer

I'll admit it, I'm weird. I like things that are different. My friends think I'm crazy because I ride a KTM 550 in the desert and an ATK 604ES as my dual sport mount. Maybe I do go crazy when I need parts. I even like the new 1996 KTM yellow-orangish color scheme. That's right, you read correctly. I really like the color. It's different. I was still kicking myself in the heinie that I wasn't around to take part in our recent 250cc enduro shootout, where plenty of weird bikes were tested, like the ATK 250LQ (which I've since ridden), the CRE 250 (which isn't quite as weird, but still qualifies), and the TM 250 Enduro (can you get any more weird than having a hydraulic clutch, an aluminum fuel tank, and glaringly pink plastic?). So when importer Pete Vetrano of TM Motorcycles in Chino, California, called up offering us a ride on a TM 300 Enduro, the Italian company's new open-class off-roader, you bet I was willing to give it a ride.

One of the first things you have to notice about the Italian-built TM 300 Enduro is the plethora of trick parts that went into the construction of this machine. It is a rolling showcase of billet-beauty and quality components. The hubs, triple clamps, handlebar clamps, and the rear brake pedal are all carved out of billet aluminum and are quite stunning in appearance, especially the rear hub. Other high-quality components include Marzocchi Magnum 45mm conventional forks, Ohlins shock, Excel rims laced to the aforementioned hubs, D.I.D O-ring chain, aluminum 3.6-gallon fuel tank, an out-of-harm's-way centerstand, aluminum handlebars, hydraulic clutch, and steel-braided clutch and brake lines. It's got the goods - but how does it work on the trail, you must be thinking.

We were thinking the same thing and loaded up the TM for a day of riding some of our favorite trails, albeit they were a bit slick and dusty this time of year.

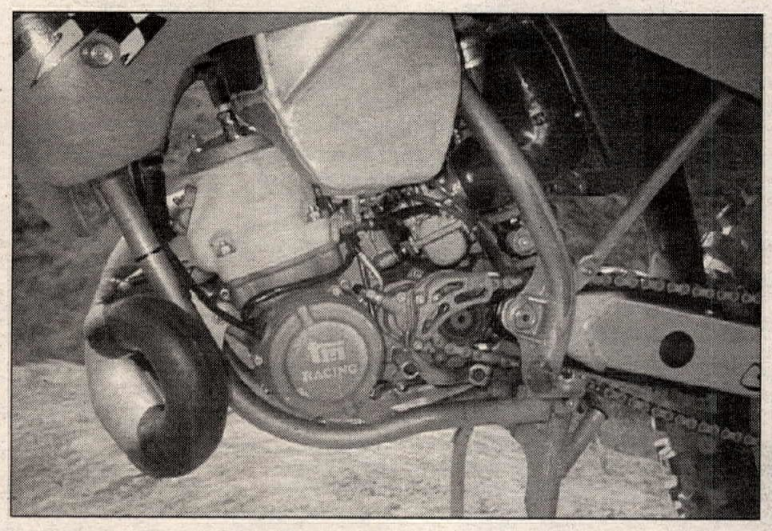
The TM 300 Enduro is actually 293cc. TM achieved this by boring the 250 Enduro's cylinder from 66.4mm to 72mm, resulting in square cylinder dimensions of 72mm for the 300. The bike starts well and the jetting is pretty close, although it seems a bit rich on the bottom.

One of the first things we noticed was the deceivingly good low-end power that the bike produces. It doesn't hit hard at all and seems like it shouldn't be making power by the sound of the motor, but it just keeps chugging up the nastiest of hills. The stock pipe is a Messico unit and supposedly produces less low-end power resulting in a hard hit from low-end to midrange, but our bike came with an aftermarket Dyno-Port pipe that Vetrano says is responsible for the more chuggable power on the bottom and smooth transistion from low to mid.

The motor pulls hard from the middle and moves up to a rather impressive top-end hit. We were not sure if the bike was going to feel like a 250 with just a little more power, or if it was going to feel like a true open bike. It feels more like an open bike. It revs a little slower and you feel a little more vibration through the chassis and handlebars, but not to the extent a full-blown 500 does. It is very tolerable and manageable.

The hydraulic clutch on the bike is very good. The pull is fairly light and can be actuated with one or two fingers for most of the day. Only at the end of the day, when our fingers had grown tired, did it require more. The shape of the lever is a bit odd, especially when you grab the clutch with all four fingers, but not a problem. And on a surprising note, especially to someone who owns a couple of European bikes, the clutch will actually fully disengage to facilitate in-gear starts - what a pleasant surprise. The five-speed transmission shifts pretty well, although it is a bit notchy, and neutral is a little tough to find, which seems to be a common thread with European transmissions.

With the quality suspension components that come standard on the bike, I was hoping it was going to be pretty good, like our TM250 Enduro. Maybe next Christmas I'll get what I want. The shock was fine. It would handle any and all obstacles thrown its way without so much as a slam or swap. It may have been a little undersprung for my weight, but it never did anything to make me pucker like the front end did. The Marzocchi Magnum 45 forks on this particular 300 were not working very well - at



(Above) The sand-cast cylinder and cases look trick. Carburetion is taken care of by a 38mm Keihin PWK, flat-slide and is adequately vented to prevent bogging. (Right) The TM 300 Enduro handles the trail well and is a fine open-class weapon if you don't mind spending the extra cash to be different.

all. Besides feeling a little undersprung, which is totally acceptable considering I'm heavier than the person the bike was set up for, the bike would fly through its travel at will. It also reared its head in the form of nasty headshake. Large whoops and choppy downhills had the front end going everywhere but where you wanted it to be. Frankly, it was frightening.

We talked to Vetrano about the situation with the 'Zokes and he informed us that it had been quite a while since the legs had been bled of unwanted air. You must bleed Marzocchi forks of air pressure that builds up often - after every ride in fact. Pete had ridden the bike at the Idaho two-day ISDE Qualifier, and his crew had forgotten to bleed off the forks before we got a hold of it. This may account for the occasional clunk we heard as the fork would top out on the rebound stroke. We also noticed that both oil seals on the bike were leaking, and who knows how much oil was actually left in the forks by the time we got the bike. Nonetheless, we were hardly concerned about the TM's less-than-stellar forks, after all, we've ridden bikes with the identical forks without complaint.

The handling on the bike also has a very European feel. It steers a little slower than a Japanese motocrosser, and it takes a bit more to initiate a turn. It just takes a little bit of time to get used to it. The TM had no troubles when it came to brake-sliding and pivoting the bike in tight cut-and-thrust situations. As mentioned above, the bike did exhibit some headshake, but that can probably be attributed to the fork problems - not geometry.

The brakes on the TM work pretty well, thanks to Brembo master cylinders and calipers mated to a 260mm Brembo disc in the front and a 220mm disc in the rear. The rear brake worked flawlessly with good stopping power and feel, while the front could have used a little help in both departments. Easy one-finger operation was a little hard to achieve as the day wore on.

The bike comes shod with a Pirelli Sandcross tire in the front and an eco-friendly Endurocross in the rear. The rear tire was fine, but we weren't too pleased with the Sandcross front. It worked well - you guessed it - in the sand but felt a little skittish on the harder terrain. We'd probably install an intermediate-terrain tire, like a Dunlop K139, for the dry and hard-pack conditions we usually encounter.

The bike is comfortable to ride, sitting or standing, although I would personally do something to raise the bars up higher to make it more comfortable while standing. I'm just a little taller than the average rider the bike was aimed toward. The tank sometimes felt a little wide when trying to get forward for a turn, but is just fine considering it holds 3.6 gallons of fuel.

The fit and finish on the bike was pretty good, with the exception of a few cobby-looking wires that hang down under the seat and tank junction.

Overall, TM has produced a bike that has a lot of the features that we like to see on an off-road motorcycle, like head- and taillights, a centerstand (although it did make a lot of noise), grab handles, a braced rear fender and mud flap, and a large-capacity fuel tank. We just wanted to know where the odometer and fork guards were to complete the package. At $6800 stock, and $7000 with the aluminum fuel tank, the TM is not cheap by any means, but you have to look at the components you get and where it's made. Being different is never cheap, nor is it, in this case, a sacrifice. CN

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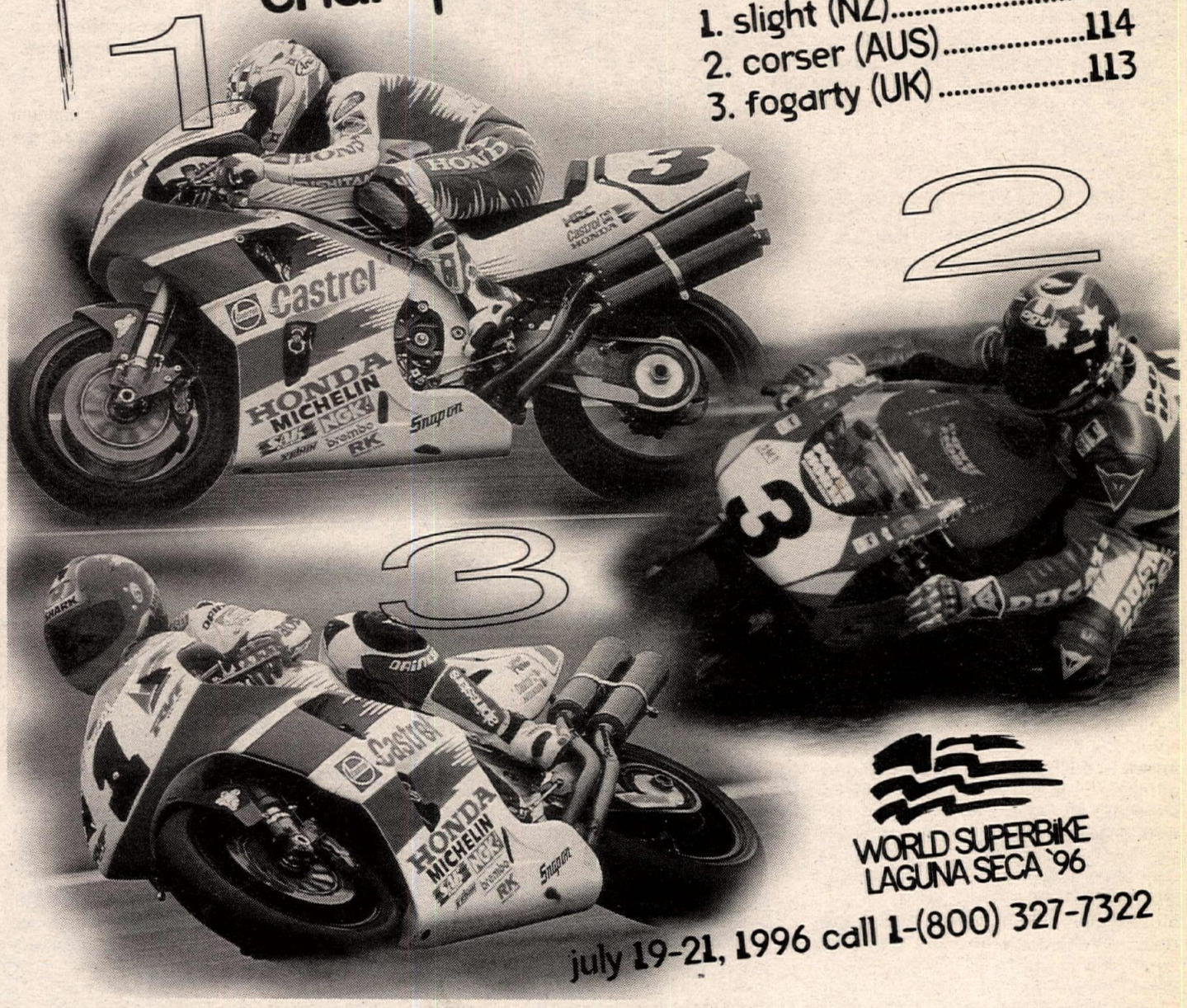

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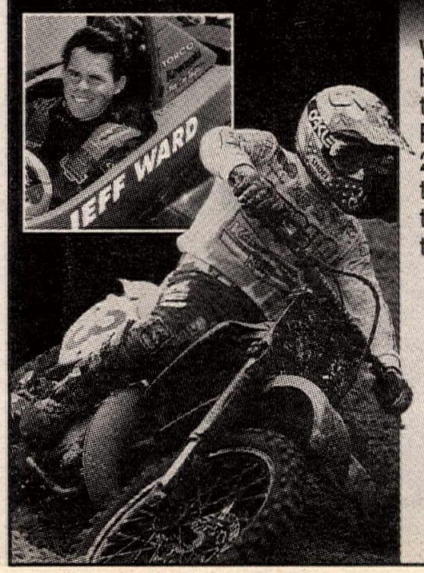

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Now we're talkin'

By Kit Palmer

KTM's Scot Harden promised us that the new '96 R/XC dual sport bikes - the 400 and 620 - are much improved over last year's models. Not that the '95 R/XCs were junk, or anything like that, but what Harden was really telling us - as we unloaded the '96 400 and 620 R/XCs in preparation for a long day in the saddle (our first ride on the bikes) - was that they had cured the R/XC's nagging carburetion problems; problems we certainly experienced on a particular ride late last year. To make a long story short, we spent more time stalling the engine and kickstarting the friggin' motorcycle - in this case the R/XC620 - than riding it. This was particularly strange when you take into account that Harden had said before we rode the bike that, at that time, they had squashed a particular stalling bug in the new, EPA-friendly and "jetless" 36mm, flat-slide Kwik Silver carburetor.

When we first rode the '95 R/XCs earlier that year, we complained that both bikes surged slightly at steady throttle settings, but our biggest concern was stalling, something that both bikes did all too well. And stalling led to hard starting, a combination worse than beer and chocolate chip ice cream.

Harden called a few months later and said they had found the crux of the stalling problem and had a "modified" R/XC620 waiting for us to try, and we went for it. Any excuse to go riding, you know. Unfortunately, it turned out to be one of "those" days when it would've been more fun riding the chair back at the office, as the 620 still had the tendency to stall every time you chopped the throttle and grabbed a handful of brake simultaneously, and then the bike would be just plain hard to start. We gladly handed the bike back to a perplexed Harden, who then returned to the KTM offices in San Diego and promptly went searching for answers.

So, here we are, seven months later, and Harden is giving us the same promises as before. "We've got the carburetors dialed in and the bikes are even easier to start - honest," he said. We are pleased to report that Harden made good on his promise this time - after our full-day ride on both the '96 400 and 620 R/XCs, not once did either bike stall or take more than one or two kicks to get them started - hot or cold.

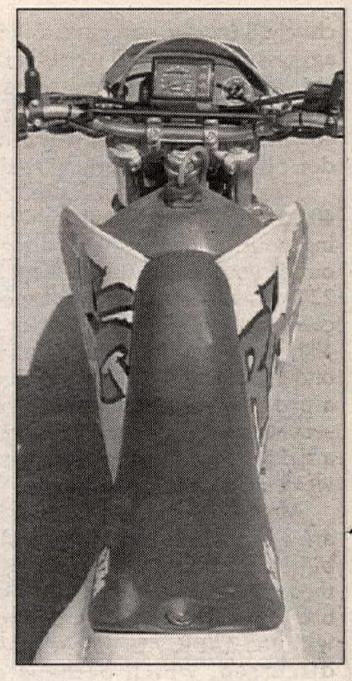
So what was the problem with last year's bikes? According to Harden, the carburetor's slide fork - a pressed-in piece - did not seal properly on some bikes and raw fuel would bypass the metering needle and dump into the intake, thus flooding the motor. KTM sent a notice to all '95 R/XC owners to have the carburetor inspected and, if need be, Kwik Silver would fix the problem free of charge. Harden's quick-fix on our bike was a dab of epoxy around the seal. Unfortunately, the epoxy he used wasn't gas tolerable and disolved, bringing us back to square one.

"The sealing problem varied from bike to bike," said Harden. "Some owners had no problems at all, others did."

'96 R/XC owners need not worry. A tighter seal and a new O-ring with a dab of *gas-proof* epoxy (as an insurance sealer) has seemingly cured the stalling problem on the '96 R/XCs.

Case closed.

There are other changes to the '96 R/XCs, as well, one of which is designed to enhance the ease of starting the SOHC, four-valve, liquid-cooled motors, which are nestled in chrome-moly steel frames. For the first time, both bikes feature an automatic decompression kickstart system, which does exactly what it is designed to do - make starting easier. Even if you're used to bikes with right-side-mounted kickstarters, you can kick with your left leg while perched on top of the bikes, even on the 620. One of our testers still preferred to stand alongside the 620 and give it a good crank with his right leg, but just for the sake of it, did prove a couple of times that he could start it from the seat.



(Left) The KTM R/XC 400 and 620 in their element - on the dirt and in the mountains. (Right) A narrower layout makes body position changes a breeze.

(Above) The 400 is still down on power but a night in the garage will solve that. (Left) Horsepower makes the 620 more pleasurable to ride, and a new automatic decompression systems makes both the 400 and 620 more pleasurable to start.

Luckily, KTM did not do away with the manual decompression lever on the handlebars, which is a good thing, especially after you've laid the bike upside down on a hill and need to kick the bike through a couple of times to clean it out.

As mentioned, both the 400 and 620 are easy to start, just slightly less easy than pushing a button. When cold, you simply turn on the choke, kick through a couple of times with the decompression lever pulled in, and then one or two good kicks after that should do the trick. Just like last year, the Kwik Silver II carb does not come with a toolless idle adjustment, but you can purchase - for about $35 from KTM - a remote idle knob that lets you adjust idle speed with your fingers. The bikes we rode had the remote idle screw knob installed. Some day, the finger-operated idle adjuster will be a standard item.

Other changes to the engines include new lighter and stronger pressure die-cast engine cases, and a new cushioned clutch hub with new friction plates.

Much thought went into making the R/XCs slimmer. The gas tanks on both bikes are narrower, as are the seats and radiators, which are now less vulnerable to damage from trail obstacles.

A closer look reveals a new heat-shield protector on the two-into-one exhaust pipes with a Supertrapp spark-arrestor end piece; a new Mikuni petcock, and new DOT Super Traction Control Michelin tires fitted onto the rims, which feature lightweight spokes and nipples.

The suspensions on both the 400 and 620 feature a few significant changes. Up front, 45mm, non-inverted KTM Magnum forks have been revalved and incorporate an all-new compression cartridge for more progressive suspension action through its 11.8 inches of stroke. The hard-core off-road dual sport riders will appreciate the fact that the fork lowers have 20mm less underhang below the front axle, which will certainly come in handy over rocks and ruts.

In the back, the fully adjustable Ohlins shock, offering 13.0 inches of wheel travel, has a new compression and rebound valve setting for more adjustment range, and new cooling fins plus a 20mm longer reservoir help keep the oil temperature more constant to maintain consistent performance.

The new R/XCs also come with sturdy, plastic hand guards, which is something even the off-road-only KTMs don't have. Nice.

Claimed dry weight, you ask? A hefty 287.2 pounds for the 400 and 290.2 for the 620.

As is the case with most dual sport rides, ours started off on pavement - a short jaunt to the nearest filling station first, followed by a 10-mile hop to our planned dirt road turn-off. The first thing I noticed was that the 400 felt a little more comfortable on the pavement than last year's bike. There seemed to be less vibration and, as a whole, the bike just felt smoother, which most likely had to do with the plusher suspension, new clutch and tires. The 620, however, didn't feel much different, still a little too harsh for lengthy pavement riding, and we could still detect some surging at high throttle settings.

Once on the dirt, I was immediately disappointed with the 400's power, or the lack thereof. It really came as no surprise, since the '95 400 was down on power, as well, but, for some reason, I was expecting a bit more power out of the '96. Wishful thinking, perhaps. The bike is just too choked up even to come close to performing to its potential, but it is street legal. (By the way, all R/XCs sold now are considered "50-state" bikes).

To make matters worse, the transmission's five-speed gear ratios are simply set up more toward on-road riding than off-road. Case in point: First gear is too low and second is too tall, and this really becomes evident on any kind of an incline. Almost as soon as you let out the clutch, the motor is already screaming and begging for you to shift into second, but since the gap between the two gears is so spacious, once you do click up it up a cog, the motor bogs and suddenly changes its mind, wanting you to go back to first. Rev, bog - rev, bog. There just isn't enough bottom-end power to pull second gear properly, unless you put the clutch to heavy use. After a while, you start ignoring first gear altogether when going in and out of turns, especially on two-track dirt roads; instead, the rule of thumb is never downshift below second gear and just slip the hell out of the

clutch. Basically, you have to ride the 400 aggressively, like you would a 125cc two-stroke. In other words, scream it! On level ground, you can actually ride the 400 more like a four-stroke because you don't have gravity working against you.

Hopping on the 620 after riding the 400 comes as a big relief, kind of like taking your first step after pulling a foxtail out of your sock. Ahh, power! The extra 220cc really make a difference; in this case, more is definitely better. Like the 400, the 620 suffers the same first/second-gear ratio blues but isn't as much of a problem since the 620 can easily pull second gear, even when chugging out of a tight, hairpin turn. A little bit of clutch work isn't a bad idea, though.

Most dual sporters (myself included) are a little leery about manual-starting, big-bore, four-strokes (especially when the kickstart lever is on the left side of the bike), but this really isn't a big concern with the 620 R/XC. As we have already discussed, which perhaps deserves another mention, anyway, the 620 is truly an easy starter, a lot of which has to do with the new automatic decompression system. No longer do you have to flail around searching for top-dead-center, just pull out the lever and kick. Usually only once. Ditto with the 400.

The KTM R/XCs forte is the way they handle on the trail. Luckily, forks, shocks, frames, linkages or swingarms do not give off hydrocarbons, so there are no governmental restrictions put on suspension components... *yet*. As a result, the R/XC's suspensions are basically the same as those found on their pure-bred off-road cousins. So, it comes as no surprise that both the R/XC 400 and 620 can withstand more trail abuse than any dual sport bike we've ridden. The DRs, XRLs, KLXs and XTs do not even come close.

However, these same bikes are Gold Wings on the pavement compared to the KTMs, but hard-core dual sporters won't mind that one bit. Anyone who purchases an R/XC isn't looking for an around-towner, or a daily commuter, which the R/XC certainly are not. They are, instead, looking for a full-on dirt bike that *can* be ridden on the street - legally.

Both bikes have plenty of stopping power, via strong and progressive front (10.2 inch) and rear (8.65 inch) disc brakes, but traction is limited on hard-packed, dry ground with the stock Michelin tires. Personally, I never fully trusted the front end on our ride, but we rode the bikes in conditions where even a hard-terrain M23 Bridgestone would've had a difficult time finding grip.

KTM claims the R/XC are narrower this year and we can vouch for that. The bikes do seem to be a little easier to slide around on and maneuver through tight trails and over rocky terrain. However, some people might have a hard time coming to terms with the bikes' rather tall 37-inch-plus seat height.

While we only rode the bikes one day, our main questions were definitely answered: The 400 is still weak on power; last year's stalling problems seem to have been solved, the steady-speed surging isn't as noticeable anymore, and they're both easier to start than ever before.

And all can be had for a song and a dance, and maybe a pizza afterwards. The 400 R/XC carries a suggested retail price of $6178 and the 620, $6523. In our opinion, spend the extra $345 for the 620. After all, the 620 weighs only three more pounds than the 400, has the same seat height, and puts out bunches more power. But no matter how you look at it, it'll be tough finding better off-road performing dual sport bikes right out of the crate than either the R/XC 620 or 400. CN

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Round 4: Avoca, New York

Gerencer, Watson tame Hornell hill

(Above) Lou Gerencer Jr. took another win in the 800cc class, with a superfast run on the smooth Hornell M.C. hill. (Above right) Like Gerencer, 540cc-class rider David Watson took his second win in as many weeks. (Right) Canadian Greg Williams brought out his four-cylinder Honda and put in an impressive second-place ride in the 800cc class only a few ticks behind winner Gerencer.

By David L. Patton Jr.

AVOCA, NY, JUNE 16

For the second race in a row, Lou Gerencer and David Watson claimed the top spots as the AMA National Championship Hillclimb Series traveled to Avoca, New York, for round four. Watson had to fend off the challenge of three-time and defending 540cc National Champion Paul Pinsonnault, his friend and mentor, while in the 800cc class Gerencer had his hands full with Canada's Greg Williams, who made his first appearance of the 1996 season.

Logan Kawasaki's Paul Lowe started the day's event in the 540cc class looking for some good luck after a tough start to the season. Lowe took fifth in the series last year and he turned in a smooth ride up the rocky, 400-foot hill for a first-round time of 6.48 seconds.

Lowe's first ride held up until Watson brought his nitro-fueled KAP Honda CR500 to the line. Watson came out of the hole straight and hard and he never let up despite a big wheelie after the second kicker. Waston blasted through the lights for a time of 5.75 seconds, the top 540cc run of the first round.

Three riders later Paul Pinsonnault took his Wulfsport-backed Honda up the hill in a run nearly identical to Watson's, wheelie and all, for a 5.92.

Honda-mounted Scott McNeely, second overall in the point standings, turned in a good ride at 6.20 seconds. "I wasn't geared high enough for the hill," said McNeely. Still, he ended the round in fourth, 0.10 second behind Jim Zucco's Kawasaki.

The Hornell Motorcycle Club's hill always smooths out as the day goes, getting faster all the while, and that was certainly the case today as the second-run times proved.

Once again Lowe led off, and this time he kept the wheels on the ground and driving for a 5.82-second run, a time that would land him a fifth-place finish.

The 540cc times continued to drop but Watson still held the lead. Then Pinsonnault got his second chance at the hill.

Pinsonnault gained those three number-one plates with clutch rides under pressure and he put in a flawless ride to take away the top spot from Watson with a 5.70. "The first ride my bike ran super and the second run it was really rich," said Pinsonnault. "I ran faster because I could hold the throttle wide open all the way to the top."

McNeely may have gone too far when he regeared his bike. He got down to a 6.07 but it was only enough for eighth, dropping him to third in the series standings.

Triumph-mounted John Hamilton put in the best ride of his first professional season running a 5.98, for sixth overall.

New leader Pinsonnault could only watch as the rest of the 540cc class tried to go even faster. Kawasaki-mounted Zucco had a great ride improving from 6.10 on his first ride to 5.77 for fourth, tying his career-best professional finish. "We shortened the wheelbase for the second run so it would hook better and we geared it up a little and it worked," said Zucco.

Ted Wilkins, national number three, has had a tough year so far and his first-run time wasn't in the top 10 as he dropped the hammer on his Rotax for his second ride. "My bike wasn't perfect today but I kept working on it and once it hooked up, it ran better," said Wilkins, whose hard work and good riding got him up to third, 0.01 second ahead of Zucco.

That left one rider with a chance to beat Pinsonnault, David Watson. Though Watson is in his third pro season, this was his first ride here on his Honda. "Paul Pinsonnault helped us set up the bike this morning and we made little changes after the first ride," said Dan Watson, David's father and tuner. The changes worked as Watson stopped the clock with a 5.70 run and his second win of the season. "I thought I would have to go faster than that but Paul's bike wasn't right. Still, it feels good to win two in a row."

The outstanding racing in the 540cc class was just a sign of things to come as the 800cc riders took to the hill. 1995 National Champion Dresser is from nearby Arkport, and a huge crowd was here to cheer him on. Another popular rider was Canadian Greg Williams, making his first appearance on the circuit this year aboard his four-cylinder Honda.

All of the competitors, though, would be watching one Lou Gerencer of the Harley-Davidson Racing Pro Hillclimb Team. Gerencer held the points lead coming into this event and only a great ride by Tom Reiser in round two at York kept Gerencer from sweeping the three previous races. Gerencer was especially fired up this year because Hornell is the only hill he hasn't won on.

Williams put in an excellent ride on his first attempt, getting solidly into the five-second range with a 5.53.

Dresser also got into the 5s with a 5.92, though his bike didn't seem to have its normal growl.

Then came Gerencer. He roared up the hill in a cloud of dust and took the lead with a time of 5.35. In all, eight riders broke into the five-second bracket

during round one, with Gerencer's time being the fastest.

Most professional hillclimbs are won on the rider's second attempt. The first run provides information about gearing, traction and suspension, and the changes the riders make greatly affect the outcome of the hillclimb.

Williams made a couple of important changes. "I knew my 5.35 wouldn't be fast enough because the hill is so smooth," said Williams. "We changed the gearing and added propylene to the fuel (nitromethane) to see if it would help." It must have done something because Williams blasted into the 4s with a 4.983.

Dresser also improved his time, but he just didn't have the horsepower to compete and he would end the day a disappointing eighth.

As in the first round, leader Gerencer had the opportunity to ride at any time in the second-round order once his time was bettered. Typically the riders will wait until the end to try to reclaim the lead but Gerencer went to the line with half of the field left to ride.

With victory in sight, the Harley rider held the throttle to the stops as he flew through the timing lights. As a result, he sailed way down the return trail before he could get his bike under control. Gerencer's all-or-nothing ride resulted in a 4.964-second ride and his third win of the season. "I couldn't let that part-time rider come to his first hillclimb of the year and win," Gerencer said jokingly afterward.

Though his time was fastest, Gerencer still had to wait to see if anyone could catch him. Reiser was the only rider to come close with a 5.19. "I shut off about 10 feet early so I wouldn't crash over the top of the hill," said Reiser. "Third is better than getting hurt, these young guys can bounce right back from crashes."

Gerencer's teammates also had a good day as Mickey Dent took fourth overall despite a hard fall at the end, and Harry Schreiber Jr. took fifth, ahead of Wallace Fowler.

Williams was happy to place second. "A win would have been great but the other guys have gotten ahead of us a little bit, but we'll catch up," Williams said.

With his win, Lou stretched out his series point lead to 15 points as he seeks his third national championship. Perhaps the worst news for the class came after the race when Gerencer said, "We geared it up for the second ride because it overreved on the first ride. It could have pulled an even higher gear - I could have gone faster!" CN

Hornell Motorcycle Club
Avoca, New York
Results: June 16, 1996 (Round 4 of 10)

540: 1. David Watson (Hon); 2. Paul Pinsonnault (Hon); 3. Ted Wilkins (Rotax); 4. Jim Zucco (Kaw); 5. Paul Lowe (Kaw); 6. John Hamilton (Tri); 7. Kevin Zucco (Kaw); 8. Scott McNeely (Hon); 9. Mike Pulver (Hon); 10. Mike DeBusk (BSA); 11. Roger McNeely (Yam); 12. Terry Thompson (Hon); 13. Doug Mont (Tri); 14. John Hislop (BSA); 15. Charles Roberts (Kaw).

800: 1. Lou Gerencer (H-D); 2. Greg Williams (Hon); 3. Tom Reiser (H-D); 4. Mickey Dent (H-D); 5. Harry Schreiber Jr. (H-D); 6. Wallace Fowler (Suz); 7. Glen Petty Jr. (H-D); 8. Steve Dresser (H-D); 9. Jason Petty (Tri); 10. Willie Price (H-D) 11. Robert Castledine (H-D); 12. Randy Gabriel (H-D); 13. Robert Templeton (Kaw); 14. Tim Frazier (Kaw); 15. Russ Vanderveen (H-D).

AMA 540cc NATIONAL C'SHIP SERIES POINT STANDING (After 4 of 11 rounds): 1. Paul Pinsonnault (56/1 win); 2. David Watson (52/2); 3. Scott McNeely (47); 4. Michael DeBusk (44); 5. Ted Wilkins (43); 6. Mike Plver (39/1); 7. James Zucco (26); 8. Paul Lowe (25); 9. Roger McNeely (20); 10. Terry Thompson (18).

AMA 800cc NATIONAL C'SHIP SERIES POINT STANDING (After 4 of 11 rounds): 1. Lou Gerencer Jr. (59/3 wins); 2. Mickey Dent (44); 3. Steve Dresser (43); 4. Tom Reiser (39/1); 5. Harry Schreiber (38); 6. William Price (35); 7. Jason Petty (33); 8. Glendal Petty (29); 9. robert Castledine (25); 10. Wallace Fowler (22).

Upcoming Rounds:
Round 5 - Danville, West Virginia, June 23
Round 6 - Haydenville, Ohio, August 10

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Round 7: Starvation Point

Plessinger breaks out

(Above) Steve Hatch (10) and Rodney Smith (131) get the jump on the pack at the start of the Starvation Point GNCC in West Virginia. Hatch and Smith went on to finish second and third, respectively.
(Right) Scott Plessinger pulled off his first win of the year, keeping his hopes of another championship alive.

By Davey Coombs

ELIZABETH, WV, JUNE 16

As expected, defending Grand National Cross Country Series Champion Scott Plessinger began his annual late-season charge early by winning the seventh round Starvation Point GNCC. It was Plessinger's first win the series after a disastrous opening to his second straight title defense that saw him fail to get into the winner's circle in each of the first six series events. The narrow Father's Day win over Suzuki's Steve Hatch kept Plessinger alive in a series in which the best eight of 12 races count towards the overall championship.

"This one feels good but to tell you the truth, I actually think I should've won the last three races," said Plessinger. "Things kept happening and I ended up losing all three by a combined 15 or 20 seconds. Hopefully, I got it all sorted out and I can win some races. I'm ready to go."

Rounding out the top five overall behind Plessinger and Hatch were Rodney Smith, Duane Conner and Doug Blackwell.

Hatch moved back to the top of the GNCC series leaderboard with his sixth podium finish in seven races. Hatch capitalized on a DNF by previous points leader Scott Summers, who saw a rock embedded in the trail punch a hole in the cases of his big Honda XR600. This marks the latest date in the history of a GNCC Series that a Suzuki has led the points standings. Hatch has a total of 128 points and two overall wins, while Summers carries 111 points and four race wins. Conner (99), Suzuki's Randy Hawkins (93) and Plessinger (92) round out the current top five.

"I have to say I'm right where I want to be, though I would've definitely preferred a win today," said Hatch, who is concentrating primarily on the GNCC Series this year while also competing in the National Hare Scrambles and National Enduro events. "A Suzuki has never won this series and I would really love to be the guy who finally gets a title for them."

The Starvation Point GNCC has been on the AMA Wiseco/Yamaha/Dunlop/Acerbis/Answer/Braking GNCC Series schedule for the past four years, taking the place of the late, great Blackwater 100, which was held on the other side of the state. The Starvation Point GNCC is only a fraction of the event that the notorious Blackwater race used to be, though the fan base has grown noticeably each time the GNCC tour has made the Elizabeth, West Virginia, stop. This year the fans grew a little rowdy in a creek crossing during Saturday's quadcycle race, which prompted event organizers to reroute the course away from the water in an effort to avoid some of the crowd problems that came with the Blackwater 100's popularity.

For this year's race the Starvation Point GNCC trail was nine-miles-per-lap long, made up mostly of rolling, wooded hills. There was an abbreviated trip around the Starvation Point MX track, and throughout the day event organizers did their best to keep the motocross track from getting too dusty in the hot afternoon sun. The average lap time was right around 24 minutes. Some of the series regulars felt that this event - with the heat and a very challenging trail - was the toughest round of the series to date.

The Suzukis of Smith and Hatch made it to the first turn first after the lead row of Pro class riders left the dead-engine starting line. Plessinger tucked it inside to stay near the front, while Yamaha-mounted Fred Andrews, local hero Blackwell and relatively unknown Virginian Brian Hess made up the first batch of chasers.

At the end of the first lap, Smith was still at the front, while Hatch had some problems and dropped all the way down to 10th. Even further back was Conner; he was 12th after a lap. The Kawasaki-mounted Hess was a surprising second, racing just a few bike lengths off of Smith's fender. The American Honda-backed Summers was next, followed by the usual suspects: Plessinger, Andrews, Blackwell and Brian Keegan.

Pretty soon Plessinger passed Hess and set after Smith. Summers went with Plessinger to chase the leader, but then Plessinger lost a considerable amount of time after an ill-timed pass attempt on Smith. Summers saw the incident. "I was in third, Scott was in second and Rodney was in first," said Summers. "Scott went around this hill to try to get around Rodney, but he went off the trail into a bunch of brush and it probably took a little while for him to get going again."

"That cost me a minute and half," Plessinger said. "Once I got going again I was about 30 seconds away from the leaders and fell two times right in a row. That took a lot of my energy out of me, and it took me a little while to get back going. Once I got going again I mellowed out and caught back up."

Summers saw Plessinger's mistake and was about to have some problems of his own. "I hit a rock out there and all of the oil drained out of my bike," said Summers, who suffered his first DNF of the year at Starvation Point. "I was just sitting there looking at my bike and Scott Plessinger stopped as he came by and asked me if I was okay. I thought that was pretty cool. That's why I was kind of pulling for him after I was out."

At the end of the second lap, Blackwell, urged on by a very vocal crowd in what is basically his hometown race, shot into the lead, while Hatch made a remarkable recovery to hold second. Smith was third, then Andrews. But the Yamaha rider was about to join Summers on the DNF list. After waking up with a stiff back, Andrews felt the pain getting worse the more he rode and elected to withdraw from the competition after the first hour. Hess would also drop out after four fine laps near the front.

For laps three and four Smith controlled the race. After passing his teammate Hatch and then wearing down Blackwell, he opened a 10-second lead after the third lap and then kicked it out to more than 20 after four laps. By this time Hatch was in second, while Blackwell began a slow fade that would land him in a respectable fifth overall posi-

tion at the end of the day. Plessinger was still easing his way through the pack, trying hard to balance the need to catch the leaders and to save as much energy as possible for the stretch run. He was up to third by the time the two-lap board came out. Up ahead of him Hatch and Smith had reversed roles, with Hatch now carrying the 20 seconds of lead time on Smith.

When the leaders broke from the trees and into the huge field that led up to the checkered flag, Plessinger was first in sight. Hatch was a very close second but a slip right out of the woods gave Plessinger all the room he needed to make the finish first. Hatch came across a satisfied-but-nonetheless-frustrated second overall. Smith, having surrendered to the leaders earlier in the lap, was 90 seconds back in third. A late-charging Conner was just nine seconds behind to earn his fifth top five finish in the last six races.

"I didn't know how I was going to do in the heat, so I tried to save a little bit there in the middle," said Plessinger. "Every thing just fell into place and I felt really good at the end." As for the rest of the series, Plessinger knows that the time to win is now for him if he wants to win a fourth GNCC crown. "I usually go better at the end of the series and I feel like I'm ready to get more wins. I've got three seconds and a win in the last four races. I just need to get more wins." CN

Starvation Point GNCC
Elizabeth, West Virginia
Results: June 16 (Round 7 of 12)

O/A: 1. Scott Plessinger (KTM); 2. Steve Hatch (Suz); 3. Rodney Smith (Suz); 4. Duane Conner (Yam); 5. Doug Blackwell (Yam); 6. Randy Hawkins (Suz); 7. Frank Keegan (Yam); 8. Gene Onail (Kaw); 9. Jim Jarrett (Yam); 10. Daryl Conner (Yam); 11. Michael Lafferty (KTM); 12. Tom Carson (Suz); 13. Robert Bennett (Kaw); 14. Todd Morain (Yam); 15. Jeff Russell (Yam); 16. Ross Benson (Suz); 17. Vance Earl (Yam); 18. Jeff Murgel (Kaw); 19. Tim Shepard (Yam); 20. Rodney Judson (Hon).

PRO: 1. Scott Plessinger (Ktm); 2. Steve Hatch (Suz); 3. Rodney Smith (Suz); 4. Duane Conner (Yam); 5. Doug Blackwell (Yam).

OPEN A: 1. Rodney Judson (Hon); 2. Brian Sovak (Hon); 3. Michael Matoszkia (KTM); 4. Troy Schlereth (Hon); 5. Greg Holden (KTM) .

250 A: 1. Gene Onail (Kaw); 2. Daryl Conner (Yam); 3. Todd Morain (Yam); 4. Ross Benson (Suz); 5. Jeff Murgel (Kaw).

200 A: 1. Jim Jarrett (Yam); 2. Heath Bennett (Yam); 3. John Bennett (Yam); 4. Hans Neff (KTM); 5. Tim Mosberger (Kaw).

4/STRK A: 1. Barry Hawk (Suz); 2. John Shaffer (Suz); 3. Ralph 'Be' Thorn (Suz); 4. Don Bohn (Hus); 5. Carey Stump (Hon).

VET A: 1. Tom Carson (Suz); 2. Jeff Russell (Yam); 3. Vance Earl (Yam); 4. Tim Shephard (Yam); 5. Mark Smith (KTM).

SR A: 1. Richard Kresic (Suz); 2. Gallie Ward (Yam); 3. Michael Schwartz (Suz); 4. Charles Dailey (Hon).

S/SR: 1. Wayne Benty (KTM); 2. Joe Lojak (Yam); 3. David Dehner (Kaw); 4. William Miller (Suz); 5. Gary Doerr (Kaw).

OPEN B: 1. Richard Burbick (KTM); 2. Brian Kaufman (KTM); 3. Mark Willis (Yam); 4. Benjamin Smith (Hon); 5. John Rush (KTM).

250 B: 1. Greg Gillian (Yam); 2. Rick Lukaesko (Yam); 3. Ed Boardwine (Yam); 4. Craig Lusk (Yam); 5. Peter Sebelski (Hon).

200 B: 1. David Vancuren (Suz); 2. Isaac Ackels (Kaw); 3. Dave Ash (Yam); 4. Brad Hickman (Yam); 5. Mac Simms (Yam).

4/STRK B: 1. Ronnie Burnfield (Suz); 2. Ryan Barnett (Yam); 3. Stacey Clark (Hon); 4. Timothy Cole (Hon); 5. Terry Meek (Suz).

VET B: 1. Dan Cadle (Yam); 2. Michael Postlewaite (Kaw); 3. Clark Munger (Suz); 4. Curtis Baldwin (Yam); 5. Daniel Kendra (Yam).

SR B: 1. Robin Miller (Yam); 2. Steven Hashman (KTM); 3. Frank Erbe (Yam); 4. Gary Shipley (Yam); 5. Robert Brendle (Suz).

200 C: 1. Steven Graves (Yam)); 2. Ricki Mcatee (Yam); 3. Jeremy Ash (Yam); 4. Mike Crane (Suz); 5. Jeremy Morris (Kaw).

OPEN C: 1. Jonathan Wendell (Suz); 2. Chad Jarvis (Yam); 3. Mark Yukevich (Yam); 4. Jerry Calvert (KTM); 5. Ted Stone (KTM).

AMA GRAND NATIONAL CROSS COUNTRY SERIES POINT STANDINGS (After 7 of 12 round): 1. Steve Hatch (128/2 wins); 2. Scott Summers (111/4 wins); 3. Duane Conner (99); 4. Randy Hawkins (93); 5. Scott Plessinger (92/1 win); 6. Rodney Smith (83); 7. Frank Keegan (79); 8. Gene Onail (63); 9. Fred Andrews (63); 10. Doug Blackwell (62); 11. Keith Johnson (42); 12. Daryl Conner (40); 13. Brian Keegan (38); 14. Ty Davis (38); 15. Tim Shephard (37); 16. Tom Norton (33); 17. Todd Morain (32); 18. Jim Jarrett (30); 19. Tom Carson (27); 20. Robert Bennet (26).

Upcoming Rounds:
Round 8 - Millfield, OH, August 25
Round 9 - Fairmont, WV September 15

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Ogilvie leads charity ride

(Left) Don't think that all charity rides are a walk in the park. The New Hampshire Classic, a trail ride to benefit the Cystic Fibrosis Foundation, has its challenges, as this rider discovers. (Right) Mark Jenks rides his KTM R/XC620 across this highly engineered bridge.

(Above) This Honda XR600 rider carefully negotiates this stream crossing in Bear Brook State Park.
(Left) Approximately 300 riders participated in this year's annual trail ride.

By Paul Clipper/Trail Rider Magazine

LOUDON, NH, JUNE 8-9

For the 12th year in a row, the Merrimack Valley Trail Riders of New Hampshire sponsored a charity turkey run for the benefit of the Cystic Fibrosis Foundation.

Originally, the run was known as the Leon Dube Memorial, then it became the Jack Noga Memorial, and now it is simply the New Hampshire Classic. Along with the name the location has changed from time to time, and now the starting point is from the grounds of the New Hampshire International Speedway, north of Concord.

The New Hampshire Classic is what is known in New England as a turkey run, although there are no turkeys involved, as far as we can tell. NETRA has a whole series of turkey runs every year, where a fun trail loop is laid out for the benefit of all the riders who aren't interested in a weekend of competition, and for the price of your entry fee you get to ride some of the scenic yet challenging trails of New England. In this case, your entry fee and pledges you raise go to benefit the Cystic Fibrosis Foundation in its endeavors to find a cure for CF, a debilitating and deadly respiratory disease.

In 12 years, the MVTR has done quite a job for CF, raising to date a total of $400,000 for CF research. Attending the ride this year were 300 hardy souls from around New England and the northeast, and by the end of the two-day ride $33,000 had been collected for the charity. Not all of the money comes from private pledges. The event also has substantial support from American Honda and participating regional Honda dealers (33 of them, at last count), in the form of direct cash donations and prizes for the riders. There is also support from Spectro Oil, American Airlines, Trail Rider magazine and New Hampshire International Speedway.

Along with the chance to ride the course, the Honda dealers involved got together and offered a brand-new XR400R to be given away to a lucky rider at the end of the weekend. In order to have a chance at the bike, you had to raise pledge money - $75 for the first chance, $100 for two, and you got another chance for every additional $100 after that. The only downside to winning the bike was that Bruce Ogilvie was attending from American Honda, and he was going to ride the bike that was being given away. So it's a little muddy; who cares, right?

Boil that all down and it makes for a very generous weekend for a worthy charity, but when the bikes are unloaded, what's the most important thing? The riding!

The trails opened on Saturday with a large possibility of riding entertainment. There was a short parent/child loop laid out around the grounds of the New Hampshire International Speedway, a dual sport ride for the road and trail set, a mountain bike loop for the strong of lung, and an 80-mile trail ride for the hard core.

The trail ride was the main attraction, and it was a ton of fun. Making a giant loop north and east of the speedway, the trail was mostly two-track, in some places very muddy from a hard rain on Friday, but all was passable. The majority of it was fast two-track through the typically rocky New Hampshire woods, with every now and then a rain-filled mud hole just for fun. Our group enjoyed a remarkably trouble-free ride and finished up at three in the afternoon feeling like heroes. All the spare time was spent washing bikes, working on them and generally getting ready for a longer day on Sunday.

Saturday night many of the riders attended an informal banquet at the Checkered Flag restaurant at the Speedway infield. A raffle was held, and a lot of fine products were given out to lucky winners, with the raffle proceeds to benefit the sponsoring club, Merrimack Valley Trail Riders. Jerry Randall of Valley Motorsports in Northampton, Massachusetts, helped present a check for $13,200 to CF, raised by the participating Honda dealers. Finally, everyone was treated to a 15-minute story told by honored guest Ogilvie of American Honda about the time he and Chuck Miller won the Baja 1000 after literally riding the rear wheel off his XR628.

Sunday morning the riding group gathered again, this time at least an hour earlier, in deference to the club's instructions to get an early start on the 150 miles of trail. It was Ogilvie, riding the XR400 grand-prize bike, Mark Jenks of Popoli Honda, Jerry Randall of Valley Motorsports, Jim Dover of American Honda, and yours truly. Running contrary to normal procedure, we were actually ready and on the trail by eight in the morning.

We were told the first 36 miles were the best, and not to be missed, so we dived in and found a very different course from the day before. Where Saturday's course was mostly two-track, we were now discovering the club's stash of enduro trail.

Much of the land seemed lower as well, and although we didn't have much in the way of bad mud (too many rocks!) there was plenty of standing water in the woods. They were right; it was plenty of fun for an experienced rider, but when we checked our time at the end of the section and found we'd spent over two and a half hours going 36 miles, we knew it was going to be a long day

The next 30 miles were surprisingly similar to the first 36, which shouldn't be surprising to New England natives. There is a long-standing tradition that says the reason New Hampshire doesn't have any enduros is because the trails are too tough. They are challenging, but at least in a trail ride you can take your time and think your way through the most difficult sections. Certainly, without all the rain, which was still spitting down occasionally on Sunday afternoon, it would have been a very different ride. Still, very few discouraging words were heard.

Our group unfortunately had to start skipping trail sections in order to get the contest bike back and at least wash it. We got back to the speedway just in time to be 10 minutes late for the drawing of the winner, and Joe Higgins of Dorchester, Massachusetts, was standing there with a big grin on his face, regardless of what the XR400 looked like. Hey, at least he doesn't have to break it in, or worry about scratching it.

After nearly 230 miles of riding over two days, we were spent. We washed the bikes, loaded up, and pointed toward the closest Dunkin' Donuts for a bucket of coffee. Yes, it was a workout - MVTR rides always are, as far as I know - but we were definitely satisfied. Another tip of the hat has to go to Neal Lorenzen, trail boss and chairman for the ride, for a job really well done; and to the MVTR for giving him the room to do it. Also to Gary Galleher from American Honda, and Honda dealer Rupert Dance for getting the huge list of Honda dealers together in supporting this event. All in all it was a first-class job, and one that should be on every trail rider's to-do list every year. CN

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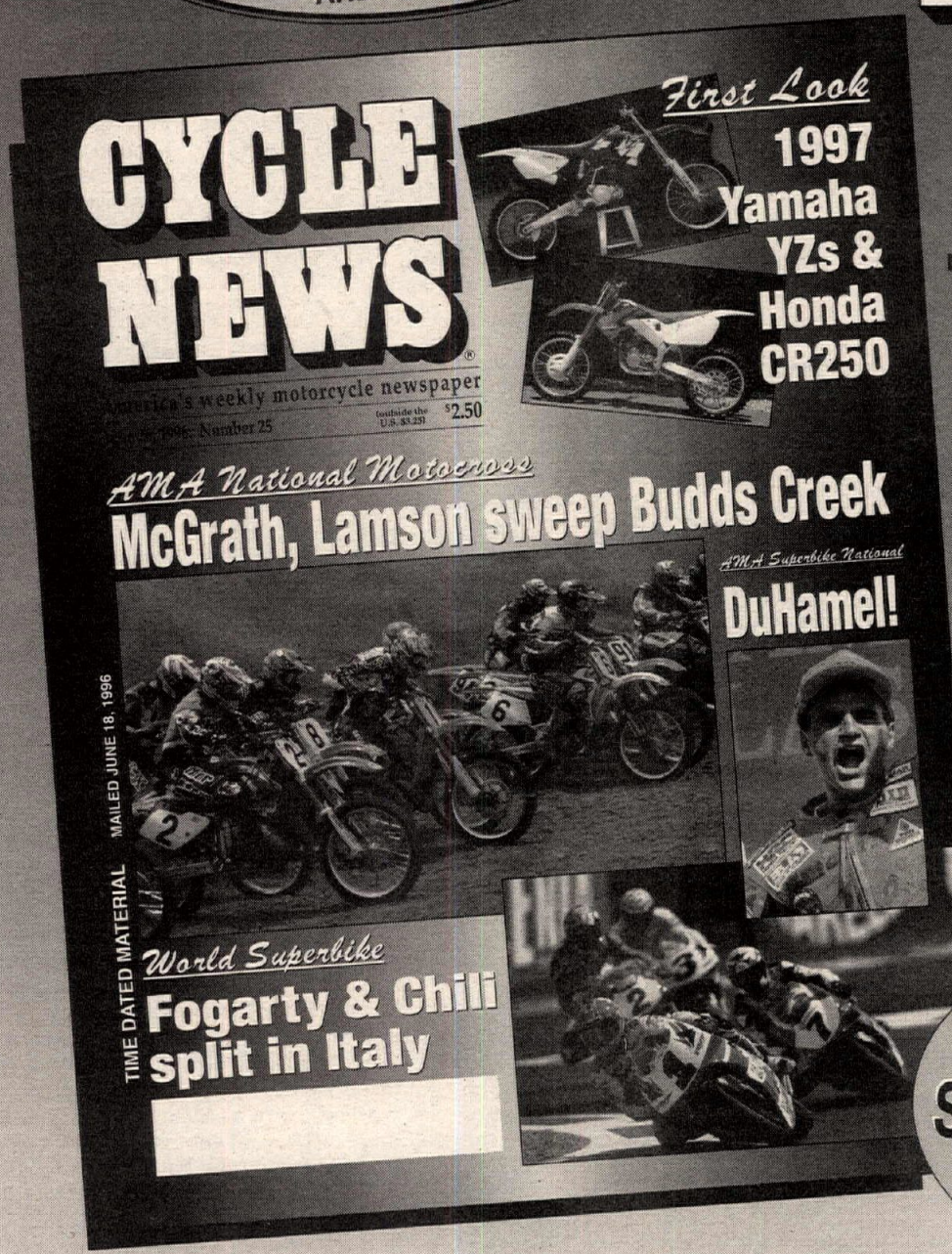

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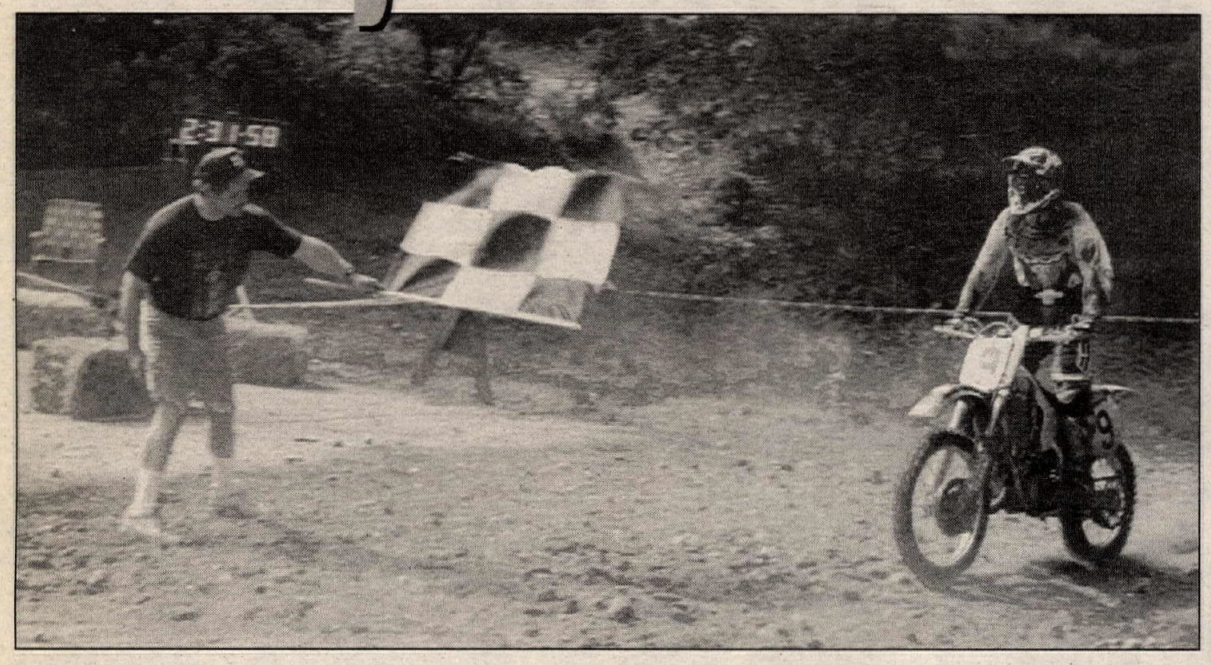
Round 5: Dam Good HS

Mclevy leaves 'em behind



(Left) Josh McLevy takes the checkered flag with room to spare for the overall win at the NETRA Dam Good Hare Scrambles in Connecticutt. (Below) Ken Valentine rode a strong race and was rewarded with the High Point A honors. (Below left) Kevin Knott was the top B-class rider.

By Cheri Alix
Photos by Jay Chittenden

THOMASTON, CT, JUNE 16

After almost a month off, the NETRA Hare Scrambles Series resumed with its traditional Father's Day race at the Thomaston Dam. The event is held on the flood side of the dam, so weather conditions have a large impact on whether or not the event actually happens at all. This year the conditions posed no problem. The river was flowing but it was barely deep enough to drown a duck, so there was no threat of closing the dam.

The Pathfinders M.C. used most of the usual trails with a few miles of new trail out in the back making for a 10-mile track. They also added back the rock section for the Expert event. The AA row was smaller than usual with only 10 riders, but the competition was still quite competitive, except for the front-runner Manchester Honda/AXO/Link/Pirelli's Josh Mclevy. Mclevy got the holeshot and was able to put 20 seconds on the pack within the first two miles. Wes Clarke came out of the hole in second followed by Pub Racing's Todd Levesque, Dave Gunn, Randy McCann and Steve Formanek. Once the pack made the first road crossing, Clarke pulled over allowing Levesque to take over second. It wasn't 10 feet when Levesque hit a rock. Clarke slammed into his rear wheel and both riders went down. Gunn was able to avoid the collision, but McCann slid into Levesque's bike as he was trying to pick it up.

The front-line pileup gave Mclevy the break he needed to really pull away. By the end of the first lap, he had increased his lead to almost one minute over second-place Manchester Honda's Dave Gunn. Gunn had another 30 seconds over third-place Levesque, followed by Blake, Peculis and McCann. Moving up into the top 10 positions were Arthur Menzel and Harry Grant from the 250cc class along with Expert Open rider Ken Valentine, on his KTM.

With the 10-mile laps taking just over 30 minutes, many riders had to stop at the end of the second lap for gas. Mclevy, who now had a lead of over a minute and 30 seconds, continued through, pushing for an extra lap before stopping. Gunn, who, was still in second place with 20 seconds over Levesque also continued for a third lap. Levesque, however, stopped to pit, getting out just seconds before Clarke came around. Clarke also stopped but was passed by Peculis. Peculis lost his hold on fourth place just 200 yards from the pits on the next lap when he ran out of gas. He managed to push his bike to the pits and only lost five positions before getting back out.

The third lap seemed to be the turning point for many riders. Midtown Kawasaki's McCann was the first to make an emergency pit. His earlier crash broke his clutch cable and his pit crew had to Mickey Mouse it back on with safety wire. Gunn, who was having one of his best rides, seized his motor not halfway into the third lap. Gunn had changed his jetting earlier in the day, but it was too lean and his motor seized solid. Flat tires were also becoming a thing of the day. Steve Formanek and Brian Tucker were both running in the top 10 when they got flat rears.

With all the mechanical problems, positions were changing quickly. The track was also getting beat in and the conditions were starting to play a factor. The once ridable trail was now becoming completely whooped-out and dusty. Some sections were blinding. The pace of the leader was starting to slow. Mclevy's pit crew knew that the heat and dust were going to take their toll on their rider. With a two-minute lead over second-place Levesque, they had enough time to hold Mclevy in the pits for 30 seconds to give him a break. Levesque, however, wasn't slowing up and was slowly eating into Mclevy's lead. Within two miles, Levesque had taken 15 seconds off the lead. He slowly worked away at Mclevy's cushion, but there just wasn't enough race left.

After two and a half hours of racing, Mclevy was able to hold on, taking his first NETRA win with over a minute and a half lead. Levesque took second place, giving him a solid lead in the NETRA point standings. McCann, Clarke, Kenny Valentine and Chrispin hung it out together for the last lap. Less than five seconds separated the four riders as they jumped the final road crossing. McCann physically crossed the finish line in third overall, but with adjusted time, it was Expert Open-class rider Valentine taking third place overall. Arthur Menzel and Harry Grant, both in the Expert 250cc class, stayed in the top 10 all day taking seventh and eighth, respectively, only seconds apart.

In the Novice event, it was Jason Stella on his Yamaha 250 running away with the Novice-class overall. Stella finished the 30-mile event with over three minutes on second-place Daniel Nelson. Brian Lawson won the Junior class, but it wasn't without a lot of competition. This was probably one of the closest races yet with the top four riders coming in within 50 seconds. Lawson crossed the line 30 seconds ahead of second-place Drew Carpenter. Not 10 seconds behind were Eric Rogeau and Jessie Berthiaume taking third and fourth place. The four riders are making for a highly contested Junior class Championship.

In the Mini class, Mike Peristere took the win, once again, but not without a lot of pressure by Nathan Kanney, who finished second, down only seven seconds. A few former Women's class champions returned for the event, putting in their usual top performances. Last year's champion Sherry Landry took the class win with an impressive lead of six minutes over second-place Salley Hager. Former champion Diane Camalli took third. CN

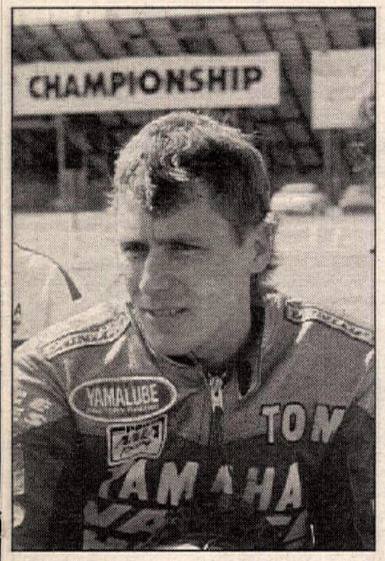
Dam Good Hare Scrambles
Thomaston, Connecticut
Results: June 16, 1996 (Round 5 of 18)

GRD CHMP: Josh Mclevy (Hon).
O/A A: Ken Valentine (KTM).
O/A B: Kevin Knott (Suz).
O/A C: Jason Stella (Yam).
AA: 1. Todd Levesque (Yam); 2. Randy McCann (Kaw); 3. Wes Clarke (Hon); 4. Chris Chrispin (Suz); 5. P.J. Peculis (Yam).
250 A: 1. Arthur Menzel (Kaw); 2. Harry Grant (Yam); 3. Shawn Mason (Hon); 4. Rory Eastman (Hon).
200 A: 1. Paul Blanquart (Yam); 2. Ken Law (Yam); 3. Justin Spinney (Yam); 4. Brian Barnes (Kaw); 5. Brett Costello (Yam).
VET A: 1. Lee Pelletier (Suz); 2. Peter Antinarelli (Hon).
OPEN A: 1. Mark Burdick (KTM); 2. Dave Simcock (Hon); 3. Douglas Mckinnon; 4. Roger Billharz (KTM).
SR A: 1. Jerry Ranndall (CRE).
4/STRK A: 1. John Dunn (Hus).
S/SR: 1. Jim Simone (Hon); 2. Bruce Wilcox (Suz).
250 B: 1. Brian O'Neil (Kaw); 3. James Cooney (Suz); 4. Bruce Yuill (Yam); 5. Chris Tooker (Yam).
200 B: 1. Neil Dennett (Yam); 2. Matt Jalbert (Yam); 3. Lionel Asselin (Hon); 4. Josh Hackett (Hon); 5. Bob Santheson (Hon).
VET B: 1. Harold Bowen (Kaw).
OPEN B: 1. Steve Shepard (KTM); 2. Dan Salone (KTM).
4/STRK: 1. Christopher Cromer (Hon); 2. Robert White (Kaw); 3. Gus Bender (Hon).
SR B: 1. Larry Piers (Suz).
250 C: 1. Daniel Nelson (Hon); 2. Greg Wabuda (Yam); 3. Glen Larocque (Suz); 4. Ronald Burr (Yam); 5. Steven Keeskes (Kaw).
200 C: 1. Mike Poisson (Kaw); 2. Jason Barrett (Kaw); 3. James Maguire (Kaw); 4. Bud Joachin (Kaw); 5. Richard Merrill (Kaw).
125 C: 1. Ronald Daniels (Hon); 2. William Gray (Kaw); 3. Joe Sullivan (Hon); 4. Todd Santheson (Suz).
VET C: 1. Craig Pratt (Suz); 2. Michael Knight (Hon); 3. Patrick Armstrong (CRE); 4. Dana Demetrius (Yam).
4/STRK C: 1. Mike Karinskei (Hus); 2. John Merola (KTM); 3. Tom McCurdy (Yam).
OPEN C: 1. Sean O'Donovan (Hon); 2. James Cordeiro (Hon).
SR C: 1. Sean O'Donovan (Hon); 2. James Cordeiro (Hon).
SR C: 1. Chris Fahan (Hon); 2. Douglas Stroh Sr. (Yam); 3. Gary Cheney (Yam).
JR: 1. Brian Lawson (Yam); 2. Drew Carpenter (Yam); 3. Eric Rougeau (Yam); 4. Jessie Berthiaumme (Kaw); 5. Jonathan Choquette (Hon).
MINI: 1. Mike Peristere (Yam); 2. Nathan Kanney (Yam); 3. Brian Wozniak (Yam); 4. Robert Rome (Kaw).
WMN: 1. Sherry Landry (Kaw); 2. Salley Hager (Kaw); 3. Diane Camalli (Kaw).

Upcoming Rounds:
Round 6 - Chelsea, Vermont, June 30
Round 7 - Union, Connecticut, July 7

1996 Championship Point Standings

LEADERBOARD



TOM KIPP

ROAD RACING

500cc WORLD CHAMPIONSHIP
(After 6 of 15 rounds)

1. Michael Doohan (Hon), Australia (121/4 wins)
2. Luca Cadalora (Hon), Italy (81/1 win)
3. Alex Criville (Hon), Spain (73)
4. Alex Barros (Hon), Brazil (69)
5. Norifumi Abe (Yam), Japan (58/1 win)
6. Alberto Puig (Hon), Spain (53)
7. Scott Russell (Suz), Alpharetta, GA (49)
8. Jean-Michel Bayle (Yam), France (46)
9. Carlos Checa (Hon), Spain (39)
10. Tadayuki Okada (Hon), Japan (38)

250cc WORLD CHAMPIONSHIP
(After 6 of 15 rounds)

1. Max Biaggi (Apr), Italy (145/5 wins)
2. Tetsuya Harada (Yam), Japan (91/1 win)
3. Ralf Waldmann (Hon), Germany (76)
4. Luis D'Antin (Hon), Spain (59)
5. Oliver Jacque (Hon), France (56)
6. Nobuatsu Aoki (Hon), Japan (50)
7. Jurgen Fuchs (Hon), Germany (47)
8. Tohru Ukawa (Hon), Japan (44)
9. J.P. Ruggia (Hon), France (40)
10. Luca Boscoscuro (Apr), Italy (29)

125cc WORLD CHAMPIONSHIP
(After 6 of 15 rounds)

1. Haruchika Aoki (Hon), Japan (114/1 win)
2. Masaki Tokudome (Apr), Japan (75/2 wins)
3. Stefano Perugini (Apr), Italy (71/2 wins)
4. Tomomi Manako (Hon), Japan (66)
   Noboru Ueda (Hon), Japan (66)
6. Peter Oettl (Apr), Germany (62/1 win)
7. Emilio Alzamora (Apr), Italy (56)
8. Valentino Rossi (Apr), Italy (46)
9. Kazuto Sakata (Apr), Japan (43)
10. Akira Sato (Hon), Japan (32)

WORLD SUPERBIKE CHAMPIONSHIP
(After 4 of 12 rounds)

1. Aaron Slight (Hon), New Zealand (137/1 win)
2. Troy Corser (Duc), Australia (114/2 wins)
3. Carl Fogarty (Hon), Great Britain (113/2 wins)
4. John Kocinski (Duc), Modesto, CA (105/2 wins)
5. Pier-Francesco Chili (Duc), Italy (94/1 win)
6. Colin Edwards II (Yam), Conroe, TX (91)
7. Simon Crafar (Kaw), New Zealand (79)
8. Anthony Gobert (Kaw), Australia (59)
9. Christer Lindholm (Duc), Sweden (48)
10. Keith McCarthy (Suz), Australia (38)

AMA SUPERBIKE SERIES
(After 7 of 10 rounds)

1. Doug Chandler (Kaw), Salinas, CA (213/1 win)
2. Miguel DuHamel (Hon), Canada (198/4 wins)
3. Tom Kipp (Yam), Chardon, OH (185)
4. Pascal Picotte (Suz), Canada (179/1 win)
5. Mat Mladin (Suz), Australia (165)
6. Larry Pegram (Duc), Baltimore, OH (148)
7. Shawn Higbee (Duc), Manhattan Beach, CA (141)
8. Aaron Yates (Suz), Milledgeville, GA (121)
9. James Randolph (Suz), Santa Rosa, CA (107)
10. Al Salaverria (H-D), San Fransico, CA (104)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 7 of 11 rounds)

1. Miguel DuHamel (Hon), Canada (228/4 wins)
2. Thomas Stevens (Kaw), Sanibel Island, FL (206)
3. Doug Toland (Hon), Buena Park, CA (177)
4. Gerald Rothman Jr. (Hon), Manchester, CT (172)
5. Ben Bostrom (Hon), Redondo Beach, CA (165)
6. Andrew Stroud (Hon), New Zealand (158/1 win)
7. Todd Harrington (Kaw), St. Charles, IL (148/1 win)
8. Matt Wait (Hon), Lodi, CA (143)
9. Mike Smith (Kaw), Canton, GA (126/1 win)
10. Brian Parriott (Hon), Calistoga, CA (114)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 7 of 10 rounds)

1. Pascal Picotte (Suz), Canada (236/3 wins)
2. Aaron Yates (Suz), Milledgeville, GA (234/4 wins)
3. Mark McDaniel (Suz), Santa Rosa, CA (193)
4. Michael Barnes (Suz), Boca Raton, FL (188)
5. Mark Miller (Suz), Long Beach, CA (161)
6. Jim Leslie (Suz), Ridgefield, CT (147)
7. James Randolph (Suz), Santa Rosa, CA (129)
8. Mark Black (Suz), Austin, TX (128)
9. Dale Kieffer (Suz), St. George, UT (111)
10. Doug Chandler (Kaw), Salinas, CA (107)

AMA 250cc GRAND PRIX SERIES
(After 7 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (252/7 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA (198)
3. Kristian Kass (Yam), Paramount, CA (197)
4. Mark Foster (Yam), San Juan Capistrano, CA (176)
5. Perry Melneciuc (Hon), Lehigh Acres, FL (153)
6. Cliff Tolley (Yam), Long Beach, CA (151)
7. Bobby Keith (Yam), Redwood City, CA (147)
8. John France (Hon), Melbourne, FL (126)
9. Jason Roth (Yam), Dublin, CA (114)
10. Roland Sands (Yam), Long Beach, CA (113)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES
(After 7 of 11 rounds)

1. Matt Wait, Lodi, CA (214/3 wins)
2. Ben Bostrom, Redondo Beach, CA (213/3 wins)
3. Nate Wait, Lodi, CA (175)
4. Dave Estok, Daytona Beach, FL (169/1 win)
5. Hikaru Miyagi, Newport Beach, CA (154)
6. Daigoro Suzuki, Brea, CA (148)
7. Eric Bostrom, Marina Del Rey, CA (144)
8. Mark Black, Austin, TX (137)
9. Brian Gibbs, Stockbridge, GA (131)
10. Lance Jones, St. Louis, MO (113)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES
(After 15 of 15 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA (372/14 wins)
2. Jeff Emig (Kaw), Riverside, CA (240/1 win)
3. Ezra Lusk (Suz), Bainbridge, GA (215)
4. Ryan Hughes (Kaw), Escondido, CA (202)
   Phil Lawrence (Kaw), Menifee, CA (202)
6. Mike LaRocco (Suz), South Bend, IN (200)
7. Damon Bradshaw (Yam), Mooresville, NC (187)
8. Larry Ward (Hon), Florence, SC (178)
9. Damon Huffman (Kaw), Acton, CA (172)
10. Brian Swink (Hon), Reddick, FL (156)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 11 of 11 rounds)

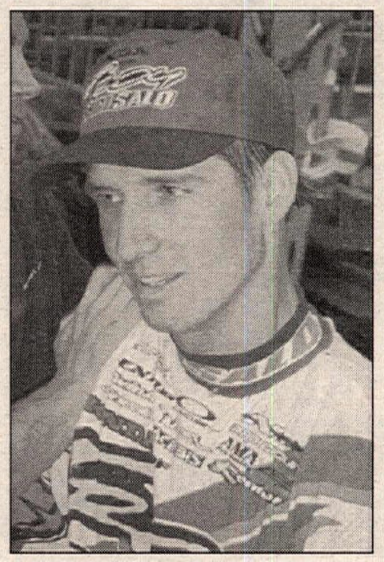
1. Mickael Pichon (Kaw), France (232/6 wins)
2. John Dowd (Yam), Chicopee, MA (207/2 wins)
3. Nathan Ramsey (Suz), Hixson, TN (162)
4. Scott Sheak (Suz), Hudson, NY (137)
5. Brian Deegan (Hon), Bellevue, NE (136)
6. Tim Ferry (Suz), Palm Harbor, FL (128)
7. Cory Keeney (Yam), Oakdale, MN (109)
8. Davey Yezek (Suz), Mount Pleasant, PA (106)
9. Brry Carsten (Suz), Bayville, NJ (90)
10. Shaun Perolio (Kaw), Tampa, FL (79)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (170/6 wins)
2. James Dobb (Suz), Corona, CA (127)
3. Kim Ashkenazi (Hon), Australia (99)
4. Greg Schnell (Suz), Cucamonga, CA (97)
5. Mike Brandes (Suz), Ukiah, CA (89)
6. Casey Johnson (Kaw), Hesperia, CA (85)
7. Pedro Gonzalez (Hon), Mexico (73)
8. Jeff Willoh (Hon), Glendale, CA (58/1 win)
9. David Pingree (Kaw), Menifee, CA (52)
10. David Vuillemin (Kaw), France (45)

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES
(After 6 of 13 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA (291/5 wins)
2. Jeff Emig (Kaw), Riverside, CA (249/1 win)
3. Mike LaRocco (Suz), South Bend, IN (192)
4. Greg Albertyn (Suz), Corona, CA (181)
5. Doug Henry (Yam), Oxford, CT (152)
6. Brian Swink (Hon), Reddick, FL (150)
7. Kyle Lewis (Yam), Rosamond, CA (147)
8. Jimmy Button (Yam), Phoenix, AZ (141)
9. Larry Ward (Hon), Florence, SC (140)
10. Phil Lawrence (Kaw), Menifee, CA (137)



MICHAEL CRAIG

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES
(After 6 of 13 rounds)

1. Steve Lamson (Hon), Riverside, CA (266/4 wins)
2. John Dowd (Yam), Chicopee, MA (199)
3. Kevin Windham (Yam), Baton Rouge, LA (182/2 wins)
4. Mickael Pichon (Kaw), France (147)
   Tim Ferry (Suz), Palm Harbor, FL (147)
6. James Dobb (Suz), Corona, CA (143)
7. Buddy Antunez (Kaw), Moreno Valley, CA (142)
   Ezra Lusk (Suz), Bainbridge, GA (142)
9. Scott Sheak (Suz), Germantown, NY (135)
10. Michael Craig (Hon), Lakeside, CA (111)

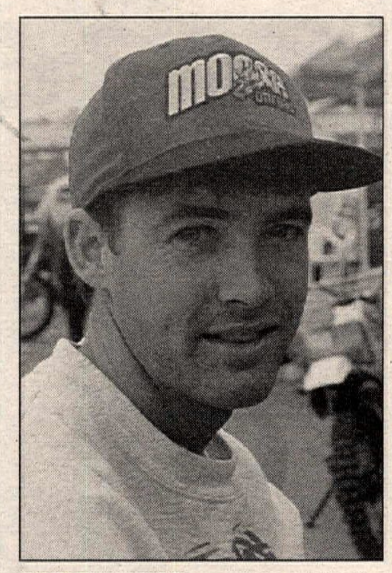
DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 7 of 23 rounds)

1. Will Davis (H-D), Goldsboro, NC (80/2 wins)
2. Rich King (Hon), Waterloo, IA (59)
3. Joe Kopp (H-D), Mica, WA (56)
4. Scott Parker (H-D), Swartz Creek, MI (51/2 wins)
5. Kevin Varnes (Hon), Pottstown, PA (45)
6. Steve Morehead (H-D), Findlay, OH (41)
7. Kevin Atherton (H-D), White Pigeon, MI (38)
8. Brett Landes (Hon), Los Gatos, CA (34)
9. Dave Camlin (H-D), Rock Island, IL (30)
   Georgie Price IV (H-D), Sicklerville, NJ (30)

AMA 883cc NATIONAL CHAMPIONSHIP SERIES
(After 4 of 15 Rounds)

1. Nate Wait (H-D), Lodi, CA (49)
2. Georgie Price IV (H-D), Sicklerville, NJ (45/1 win)
3. Jess Roeder (H-D), Monroeville, OH (42/1 win)
4. Mike Hacker (H-D), Prince George, VA (39/1 win)
5. J.R. Schnabel (H-D), West Bend, WI (35)
6. Scott Stump (H-D), Marion, OH (34)
7. Jason Fletcher (H-D), Gaylordsville, CT (29)
8. Shaun Russell (H-D), San Jose, CA (27)
   Jay Springsteen (H-D), Lapeer, MI (27)
10. Eric Bostrum (H-D), Marina Del Ray, CA (24)



BRETT LANDES

AMA 600cc NATIONAL CHAMPIONSHIP SERIES
(After 1 of 3 rounds)

1. Steve Morehead (Rtx), Findlay, OH (23/1 win)
2. Georgie Price IV (Rtx), Sicklerville, NJ (19)
3. Ricky Graham (Hon), Salinas Valley, CA (16)
4. Rich King (Hon), Waterloo, IA (15)
5. Charlie Orr (Rtx), Dallas, TX (14)
6. Roger Durkee (Rtx), Dudley, MA (13)
7. Brett Landes (Rtx), Los Gatos, CA (12)
8. Kevin Atherton (Rtx), White Pigeon, MI (11)
9. Davey Camlin (Rtx), Rock Island, IL (10)
10. Terry Poovey (Rtx), Euless, TX (9)

SPEEDWAY

WORLD INDIVIDUAL CHAMPIONSHIP SERIES
(After 2 of 6 rounds)

1. Hans Nielsen (Jaw), Denmark (43/1 win)
2. Tommy Knudsen (GM), Denmark (41/1 win)
3. Tony Rickardsson (Jaw), Sweden (38)
4. Billy Hamill (GM), Monrovia, CA (36)
5. Gary Havelock (GM), Great Britain (27)
6. Greg Hancock (GM), Costa Mesa, CA (25)
7. Henrik Gustafsson (GM), Sweden (18)
8. Chris Louis (GM), Great Britain (17)
9. Craig Boyce (GM), Australia (12)
   Marvyn Cox (GM), Great Britain (12)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 5 of 9 rounds)

1. Randy Hawkins (Suz), Travelers Rest, SC (119/2 wins)
2. Ty Davis (Kaw), Hesperia, CA (106/3 wins)
3. Michael Lafferty (KTM), Millville, NJ (91)
4. Kevin Hines (CRE), East Wareham, MA (86)
5. Steve Hatch (Suz), Ithaca, NY (73)
6. Matt Stavish (KTM), Blaine, MN (55)
7. Kelby Pepper (Kaw), Center, CO (40)
8. Kevin Bennett (TM), Millville, NJ (28)
9. Patrick Garrahan (Kaw), Boulder Creek, CA (25)
10. Jason Dahners (KTM), Redmond, WA (23)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 4 of 7 rounds)

1. Greg Zitterkopf (Kaw), Chino, CA (94/1 win)
2. Ty Davis (Kaw), Hesperia, CA (90/3 wins)
3. Paul Krause (Kaw), Irvine, CA (71)
4. Destry Abbott (KTM), Phoenix, AZ (65)
5. Jeff Capt (Hon), Glendora, CA (59)
6. Johnny Campbell (Hon), San Juan Capistrano, CA (58)
7. Donnie Book (Kaw), Gypsum, CO (44)
8. Abe Baumann (Kaw), Garden Grove, CA (42)
9. Jim Gray (KTM), Gunnison, CO (41)
10. Steve Hengeveld (Kaw), Phelan, CA (32)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 4 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA (96/2 wins)
2. Steve Hatch (Suz), Ithaca, NY (75)
3. Jason Dahners (KTM), Redmond, WA (67)
4. Eric Mashbir (Hon), Oakland, CA (41)
5. Brian Garrahan (Kaw), Boulder Creek, CA (39)
6. Cole Marshall (Hon), Boulder Creek, CA (38)
7. Patrick Garrahan (Kaw), Boulder Creek, CA (30)
   Scott Summers (Hon), Petersburg, KY (30/1 win)
   Ty Davis (Kaw), Hesperia, CA (30/1 win)
10. Rob Kopp (Kaw), Mica, WA (29)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 7 of 12 rounds)

1. Steve Hatch (Suz), Ithaca, NY (128/2 wins)
2. Scott Summers (Hon), Petersburg, KY (111/4 wins)
3. Duane Connor (Yam), Washington, PA (99)
4. Randy Hawkins (Suz), Travelers Rest, SC (93)
5. Scott Plessinger (KTM), Hamilton, OH (92/1 win)
6. Rodney Smith (Suz), Oakley, CA (83)
7. Frank Keegan (Yam), Canonsburg, PA (79)
8. Gene Onail (Kaw), The Plains, OH (63)
   Fred Andrews (Yam), Salem, OH (63)
10. Doug Blackwell (Yam), Parkersburg, WV (62)

AMA/NATC NATIONAL TRIALS SERIES
(After 1 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT (30/1 win)
2. Ryan Young (G-G), Lexington, KY (25)
3. Olivier Clamagirand (G-G), Brea, CA (21)
4. Jess Kempkes (G-G), Lincoln, NE (18)
5. Mark Manniko (G-G), Aurora, CO (16)
6. Raymond Peters (Sco), Moreland, NY (15)
7. Mike Guns (Bet), Canada (14)
8. Matt Moore (G-G), Sapulpa, OK (13)
9. Dennis Sweeten (Bet), Salem, OR (12)
10. Ryon Bell (G-G), Canada (11)

WORLD CHAMPIONSHIP OBSERVED TRIALS SERIES
(After 6 of 10 rounds)

1. Marc Colomer (Mon), Spain (109/3 wins)
2. Dougie Lampkin (Bet), Great Britain (98/2 wins)
3. Jordi Tarres (G-G), Spain (90/1 win)
4. Bruno Camozzi (G-G), Italy (68)
5. Kenichi Kuroyama (Bet), Japan (64)
6. Amos Bilbao (G-G), Spain (62)
7. Takahisa Fujinami (Hon), Japan (44)
8. Marcel Justribo (Bet), Spain (36)
   Graham Jarvis (Sco), Great Britain (36)
10. Steve Colley (G-G), Great Britain (32)

STEVE HATCH

I-96 Speedway/Grattan Raceway

One busy weekend

By Matt Benson

LAKE ODESSA, MI, JUNE 14/
GRATTAN, MI, JUNE 15-16

The Grattan weekend is one of the biggest events on the AHRMA calendar, with a vintage dirt track, motocross, trials and a pair of road race Nationals all packed into just two and a half days at two excellent facilities a half hour's drive apart. This year's Grattan event was favored by beautiful weather, a sizable number of entries and close racing.

Offer this many racing opportunities, and somebody is bound to try to enter everything. AHRMA's Sportsman of the Year Rich Baulch managed to ride all four types of competition, as did motorcycle racing videographer Dan Schmitt. Baulch fared the better of the two, riding his Bultaco to a fourth-place finish in the Classic Bike Magazine dirt track, claiming a pair of firsts on his Monark 125 and Yamaha 650 in the Vintage Iron motocross, taking a first on his Wassel in the Speed & Sport trial, and logging an 11th and two 12ths on his Kawasaki H-1 on the pavement.

AHRMA/Classic Bike Dirt Track Series: Round 8

As he has been all season, George Richtmeyer was the man to beat, and only John Plumb could do it. In Modern Vintage 250cc class, Plumb brought his Yamaha to the checkered flag ahead of Richtmeyer's Montesa. After leading briefly, Plumb found himself second to hard-charging Richtmeyer's Triumph in the Modern Vintage 750cc battle.

In the Classic 500/750cc clash, Richtmeyer led all the way, chased by fellow Triumph rider David Atherton. Bolstered by a horsepower infusion in the form of a Big D-built Triumph twin, Craig Breckon bested George Wills' Harley WR for third. Breckon did manage to "Triumph" in one class, winning the Modern 600cc feature over Tom Harper and class champ Blake Wilson.

In the pre-1952 Dinosaur division, Breckon led defending champ Wills for a time, then hung close after the Illinois rider put his hand-shifting Harley in the front spot. Bernie Breece surprised Wilson as they headed for the checkered flag, grabbing third place at the line.

The Classic 250cc event was a three-way race between Carl Forkey, Mike Hyslop and John Daniels, with Forkey hanging onto the lead the whole way. The Senior (50+) event went to Jack Warren and his Triumph.

I-96 Speedway
Lake Odessa, Michigan
Results: June 14, 1996 (Round 8 of 16)

DINO: 1. George Wills (H-D); 2. Craig Breckon (Tri); 3. Bernie Breece (H-D); 4. Blake Wilson (Ind).
CLSSC 250: 1. Carl Forkey (H-D); 2. Mike Hyslop (Bul); 3. John Daniels (Bul); 4. Bernie Breece (H-D); 5. Tom Baker (H-D).
CLSSC 500/750: 1. George Richtmeyer Sr. (Tri); 2. David Atherton (Tri); 3. Craig Breckon (Tri); 4. George Wills (H-D); 5. Rusty Lowry (H-D).
MDRN 250: 1. John Plumb (Yam); 2. George Richtmeyer Sr. (Mon); 3. Richie Baulch (Bul); 4. Robert Dempsey (H-D).
MDRN 600: 1. Craig Breckon (Tri); 2. Thomas Harper (Bul); 3. Blake Wilson (Hon); 4. Daniel Beher (BSA); 5. John M. Louck (Rok).
MDRN 750: 1. George Richtmeyer Sr. (Tri); 2. John Plumb (Yam); 3. David Atherton; 4. Jack Warren (Tri); 5. Arnie Mahnke (Nor).
SR: 1. Jack Warren (Tri); 2. Gary Brennan (Tri); 3. Jim Kidman (Hon); 4. Frank Bozek (BSA); 5. Bob Bulmer (Hus).

(Left) Dinosaur-class dirt track champion George Wills took the win in the pre-1952 class on his hand-shift Harley-Davidson. (Above) The always-fast Todd Henning (454) took no fewer than eight victories during the course of the AHRMA Historic Cup series at Grattan Raceway. Ralph Auer (467) leads the Sportsman 500cc-class battle that included Tim Stancill (1), though the race would end up being one of Henning's many wins.

Upcoming Rounds:
Round 10 - Peoria, IL, June 28
Round 11 - Peoria, IL, June 30

AHRMA Historic Cup Series: Rounds 9-10

Grattan featured two complete road race Nationals, and it was also the third of four rounds in the series-within-a-series BMW Classic Cup. Cape Cod speedster Todd Henning was impressive over the course of the weekend, winning eight events, and placing second and fourth one time apiece.

Saturday's Premier 500cc race lived up to its name, as Henning and Stuart Pilkington, each on Honda 450-based machines, diced for the lead. About three-quarters of the way through the eight-lap race, Larry Poons moved up and passed the leaders with his Seeley Condor. From that point on, it was a three-way race.

It looked as if Poons and his Matchless-powered thumper might come home ahead of the twins, but Henning slipped past in the last few turns for the win. Behind the leaders was a good battle for fourth between Rusty Lowry's Harley KR750 and the BSA Gold Star of Andrew Tarnik - until Tarnik ran off the track.

Another squeaker for Henning was Sunday's Sportsman 500cc race. Riding a '68 Honda CB450, Henning repeatedly swapped the lead from the second lap onward with BMW-mounted Ralph Auer. Class champ Tim Stancill shadowed the lead pair on his Honda CB350. Henning seemed to have a bit more drive heading up the front straight at the beginning of the last lap, and he stayed out front the rest of the way around.

Among the two-stroke contingent, Yamaha riders Rick Merhar and Blain Bahm traded the lead in Saturday's Formula 500cc event, with Merhar leading when it counted most. Jonathon Hord led Saturday's Formula 250cc pack on his Yamaha RD250 until about halfway, when Chip Larkby moved his Yamaha TD3 to the front and inched his way to a comfortable lead.

Saturday's Sound of Singles Two-Stroke race saw class champ Al Charles lead for about two-thirds of the race on his Rotax-Honda hybrid until Roy Perry moved to the front with his Honda RS125. Try as he might, Charles couldn't quite make up the ground necessary to get back around Perry.

After having a good race in the 200cc Grand Prix finale on Saturday, Butch Sprain and Larry Kirby were back at it on Sunday. Kirby, on a Yamaha CT-1, and Honda 175-mounted Sprain went back and forth, with Sprain finally keeping the lead after the halfway point.

In the same combined-class race, Auer and Blake Wilson renewed a battle they waged all weekend in Class C and Pre-1940. This time it was Pre-'40, and the pair traded the lead numerous times. Auer stayed out front for the last lap and collected another of his four wins for the weekend.

The two best races on Sunday involved journalist Mitch Boehm, racing a '69 Dresda Honda 750 that only barely made it to the starting line after running into major mechanical problems on Saturday. In the Formula 750cc division, Boehm moved from a last-row start to first place ahead of veteran Kurt Liebmann, who was on a Honda CR750, on lap one. Liebmann took up the challenge, and the lead changed time and again, with the pair never separated by more than two or three bike lengths. On the final lap, Boehm held the point and appeared to get through some traffic better than Liebmann, who was never quite able to come close enough to attempt a pass.

The Formula Vintage class was an even closer contest, this time between Boehm and Dave Rosno on a Honda CB400F. Whatever advantage the bigger machine had going down the front straight, Rosno would erase it by braking later and diving underneath Boehm into turn one. From that point, Boehm would have to spend another lap trying to get back into the lead. Again lapped traffic played a part, with Boehm managing to open a bit of a margin as the race neared the end. He hung on for a close win over Rosno, with Liebmann not far behind in third.

Among AHRMA's alternative modern classes, Les White and his Ducati were unbeatable in Battle of Twins F-1 and in BEARS. Sven Bley won the SOS F-1 events on both days on his Rotax-powered NWS, and he rode the wheels off the thumper to take two seconds in the BEARS race.

Several top-three finishers on Sunday - including runaway 350cc GP winner David Roper and Blake Wilson - were docked a lap on Sunday when they went back to their pits instead of heading to AHRMA tech to provide a fuel sample.

Grattan International Raceway
Grattan, Michigan
Results: June 15-16, 1996
(Rounds 9-10 of 17)

Saturday
200 GP: 1. Butch Sprain (Hon); 2. Larry Kirby (Yam); 3. Michael Gontesky (Duc); 4. Mike Kirby (Bri); 5. David Naegele (Hon).
250 GP: 1. Jay Richardson (Duc); 2. Kemp Archibald (Duc); 3. Jonathan White (Duc); 4. Charles Sexton (Bul); 5. Larry Poons (Duc).
350 GP: 1. David Roper (AJS); 2. Erik Green (AJS); 3. Kemp Archibald (Duc); 4. Jay Richardson (Duc); 5. Joe Lachniet (Yam).
500 PREM: 1. Todd Henning (Hon); 2. Larry Poons (See); 3. Stuart Pilkington (Hon); 4. Rusty Lowry (H-D); 5. Stuart Carter (Hon).
PRE-40: 1. Ralph Auer (BMW); 2. Blake Wilson (Ind); 3. Doc Batsleer (Ind); 4. Al Knapp (H-D); 5. Erich Bley (BMW).
CLASS C: 1. Ralph Auer (BMW); 2. Blake Wilson (Ind); 3. Erich Bley (BMW); 4. Carleton Palmer II (Vin); 5. Doc Batsleer (Ind).
CLSSC 60s: 1. Rusty Lowry (H-D); 2. Andrew Tarnik (BSA); 3. Bob Bulmer (BSA); 4. Randolph Stoike (Tri); 5. John Cygnor (H-D).
F-250: 1. Chip Larkby (Yam); 2. Jonathan Hord (Yam); 3. John M. Louck (JML); 4. Bruce Clark (Yam); 5. Charles Lundy (Hon);).
F-500: 1. Richard Merhar (Yam); 2. Blaine Bahm (Yam); 3. Rick Newman (Yam); 4. Troy Stoney (Suz); 5. George Fitz (Hon).
F-750: 1. Mitch Boehm (Hon); 2. Kurt Liebmann (Hon); 3. Will Harding (M-G); 4. Robert Goodpaster (Nor); 5. Al Charles (Tri).
SPTSMN 350: 1. Todd Henning (Hon); 2. James McGregor (Hon); 3. Donald Rutkowski (Hon); 4. Tim Stancill (Hon); 5. James Swartout (Hon).
SPTSMN 500: 1. Todd Henning (Hon); 2. Ralph

Auer (BMW); 3. James McGregor (Hon); 4. Timothy Stancill (Hon); 5. Donald Rutkowski (Hon).

SPTSMN 750: 1. Larry Kirby (Yam); 2. John Ellis (Yam); 3. Todd Welch (Tri); 4. Todd Henning (Hon); 5. David Dickerson (BSA).

F-VINT: 1. Rick Newman (Yam); 2. George Fitz (Hon); 3. Troy Stoney (Suz); 4. Charles Lundy (M-G); 5. Stan Keyes (Nor).

SOS F-1: 1. Sven Bley (NWS); 2. Paul Vitale (W-R); 3. Dave Knapp (W-R); 4. Jay Richardson); 5. Craig Wright).

SOS F-2: 1. Scott Seferian; 2. Robert Tapscott (Rtx); 3. Norman Lastovica; 4. Gordon Hamilton (Yam); 5. Steven Enter (Hon).

SOS F-3: 1. Erich Bley (Rtx); 2. Stuart Carter (Duc); 3. Michael Schneider (Hon); 4. Michael Gontesky (Yam); 5. Tim Gundlach (Yam).

SOS 2-STR: 1. Roy Perry (Hon); 2. Al Charles (Rtx); 3. Joe Fredrickson (Hon); 4. Bill Doran (Hon); 5. Sven Bley (Hon).

BOT OPEN: 1. James Kusar (Duc); 2. Brian Dedoes (Duc); 3. Bill St. John (Duc); 4. Kurt Liebmann (Duc); 5. James Lickwar (Duc).

BOT F-1: 1. Les White (Duc); 2. Pete Johnson (M-G); 3. Bill St. John (Duc); 4. Louis Lipka (Duc); 5. James Lickwar (Duc).

BOT F-2: 1. Pete Johnson (M-G); 2. Brian Dedoes (Duc); 3. David Fine (M-G); 4. Will Harding (M-G); 5. George Fitz Jr (Hon).

BOT F-3: 1. Tom Benedict (Hon); 2. Michael Friberg; 3. Mark Jordan (Kaw); 4. Jim Davis (Hon); 5. Matt Goodman (Kaw).

BOT 2-STR: 1. Todd Henning (Yam); 2. Richard Merhar (Yam); 3. Blaine Bahm (Yam); 4. Jim Comrie (Yam); 5. Rick Newman (Yam).

BEARS: 1. Les White (Duc); 2. Sven Bley (NWS); 3. Pete Johnson (M-G); 4. Jay Richardson (Spo); 5. Bill St. John (Duc).

Sunday

200 GP: 1. Butch Sprain (Hon); 2. Larry Kirby (Yam); 3. Chuck Davis (Hon); 4. Michael Gontesky (Duc); 5. David Naegele (Hon).

250 GP: 1. Jay Richardson (Duc); 2. Kemp Archibald (Duc); 3. Charles Sexton (Bul); 4. Jonathan White (Duc); 5. Butch Sprain (Hon).

350 GP: 1. Kemp Archibald (Duc); 2. Joe Lachniet (Yam); 3. Charles Sexton (Bul); 4. Don Fromm (Duc); 5. David Rhynehart (Hon).

500 PREM: 1. Todd Henning (Hon); 2. Stuart Pilkington (Hon); 3. Larry Poons (See); 4. Rusty Lowry (H-D); 5. Craig Breckon (BSA).

PRE-40: 1. Ralph Auer (BMW); 2. Blake Wilson (Ind); 3. Erich Bley (BMW); 4. Doc Batsleer (Ind); 5. Al Knapp (H-D).

CLASS C: 1. Ralph Auer (BMW); 2. Carleton Palmer II (Vin); 3. Doc Batsleer (Ind); 4. Blake Wilson (Ind); 5. Lonnie Harmon (Tri).

CLSSC 60s: 1. Rusty Lowry (H-D); 2. Randolph Stoike (Tri); 3. John Cygnor (H-D).

F-250: 1. Chip Larkby (Yam); 2. Jonathan Hord (Yam); 3. John M. Louck (JML); 4. Bruce Clark (Yam); 5. Norbert Nickel (Yam).

F-500: 1. Richard Merhar (Yam); 2. Dave Rosno (Hon); 3. Blaine Bahm (Yam); 4. Charles Hess (Hon); 5. Troy Stoney (Suz).

F-750: 1. Mitch Boehm (Hon); 2. Kurt Liebmann (Hon); 3. Will Harding (M-G); 4. Robert Goodpaster (Nor); 5. Charles Lundy (M-G).

SPTSMN 350: 1. Todd Henning (Hon); 2. Tim Stancill (Hon); 3. James Swartout (Hon); 4. Jack Seaver (Hon); 5. Donnie Warf (Duc).

SPTSMN 500: 1. Todd Henning (Hon); 2. Ralph Auer (BMW); 3. Timothy Stancill (Hon); 4. James Swartout (Hon); 5. Jack Seaver (Hon).

SPTSMN 750: 1. Todd Henning (Hon); 2. Larry Kirby (Yam); 3. John Ellis (Yam); 4. David Dickerson (BSA); 5. Jeff Morr (Yam).

F-VINT: 1. Mitch Boehm (Hon); 2. Dave Rosno (Hon); 3. Kurt Liebmann (Hon); 4. John Ellis (Yam); 5. William Lentz.

SOS F-1: 1. Sven Bley (NWS); 2. Paul Vitale (W-R); 3. Dave Knapp (W-R); 4. Craig Wright; 5. Jay Richardson.

SOS F-2: 1. Scott Seferian; 2. Norman Lastovica; 3. Robert Tapscott (Rtx); 4. Mark Hatten (Hon); 5. Gordon Hamilton (Yam).

SOS F-3: 1. Erich Bley (Rtx); 2. Stuart Carter (Duc); 3. Michael Gontesky (Yam); 4. Tim Gundlach (Yam).

SOS 2-STR: 1. Roy Perry (Hon); 2. Al Charles (Rtx); 3. Joe Fredrickson (Hon); 4. Bill Doran (Hon); 5. Sven Bley (Hon).

BOT OPEN: 1. James Kusar (Duc); 2. Bill St. John (Duc); 3. James Lickwar (Duc); 4. David Fine (M-G); 5. Kurt Liebmann (Duc).

BOT F-1: 1. Les White (Duc); 2. Bill St. John (Duc); 3. Pete Johnson (M-G); 4. Louis Lipka (Duc); 5. James Lickwar (Duc).

BOT F-2: 1. Pete Johnson (M-G); 2. Tom Benedict (Hon); 3. David Fine (M-G); 4. Will Harding (M-G); 5. George Fitz Jr. (Hon).

BOT F-3: 1. Tom Benedict (Hon); 2. Mark Jordan (Kaw); 3. Will Harding (M-G); 4. Dan Schmitt; 5. Rick Degreen (Hon).

BOT 2-STR: 1. Richard Merhar (Yam); 2. Todd Henning (Yam); 3. Chip Larkby (Yam); 4. Greg Howard (Yam); 5. Drew Swanson (Yam).

BEARS: 1. Les White (Duc); 2. Sven Bley (NWS); 3. Pete Johnson (M-G); 4. Bill St. John (Duc); 5. Jay Richardson.

Upcoming Rounds:
Round 10 - Lexington, OH, July 19-21
Round 11 - South Haven, MI, August 9-11

AHRMA/Vintage Iron MX Series: Round 9

The Grattan motocross, run Saturday under a hot, cloudless sky, was a natural-terrain grass, sand and woods circuit reminiscent of tracks of the 1970s. Greg Carter made his trip from Santee, California, worthwhile by taking a pair of overall wins in two of AHRMA's tough Expert classes, Sportsman 250 and 500cc, and second overall behind fellow Maico pilot Wesley Fuller in the Over 30 Expert division after being docked a lap for jumping the start in moto two.

In the first Sportsman 250cc Expert moto, Darin Emswiler led early, but gave up the front position to Carter on the third of five laps. Behind Carter a good race for second developed between Doug Wentzell and James Greenleaf, with Wentzell taking the runner-up spot. Greenleaf was out in front of the second moto for three laps, until Carter took over and hung on to the lead to the finish.

Running at the same time was the Over 50 Expert race, and twice 500cc World Champion Jeff Smith renewed his vintage-racing rivalry with Jean Ramsay. The two were all over each other until Smith and his Can-Am managed to open a bit of a margin over Ramsay's Maico on the final lap. In moto two, Smith stayed comfortably in front.

The opening Sportsman 250cc Intermediate moto featured an excellent race between Floridian Craig Borders and Husky rider John Beebe, who shadowed the leader the entire race. As the pair made the final climb toward the checkered flag, they split around a lapped rider. Borders had the better line and maintained his lead to the finish. In moto two it was Keith Kons chasing Borders. A second-place finish would have given Kons second overall, but Beebe nipped him late in the race and secured a second-place trophy for himself.

The combined Classic 500cc Intermediate/Expert race was another tough battle. In the first moto, Expert Steve Tucker was chasing Dan Johns when the Canadian's 441 BSA succumbed to an electrical problem. Moto two saw Tucker run down and pass Johns for the win, although Johns claimed the overall with his 1-2 finishes.

Among the Classic 500cc Intermediates, Matt Parsons worked his Rickman-Weslake 441 around David Light's '68 Bultaco 360 for the first-moto win, with David Tucker close behind. Parsons was the hunted man in moto two, and Ducati-mounted David Van Stelle was doing the hunting. Van Stelle took the lead from Parsons on the last lap, earning second overall with 4-1 finishes to the Californian's 1-2 placings.

Grattan International Raceway
Grattan, Michigan
Results: June 15, 1996 (Round 9 of 15)

PREM L/W EX: 1. Robert Ginder Jr. (Gre); 2. Brian O'Connor (Duc).

PREM L/W INT: 1. Brian Weber (BSA); 2. Duncan Wright (Gre).

PREM L/W NOV: 1. Harry Higgins (BSA).

PREM 500 EX: 1. Robert Poole (BSA); 2. Brian O'Connor (Duc); 3. Phil Hanford (BSA).

PREM 500 INT: 1. Marc Cornut (BSA); 2. Claude Mcelvain (BSA); 3. Nelson Burrell (Mat).

PREM 500 NOV: 1. Harry Higgins (BSA).

PREM TW INT: 1. Daniel Beher (BSA); 2. Nelson Burrell (Kaw).

CLSSC 125 EX: 1. Gary Poland (Bul); 2. John Ziska (Hus); 3. Dan Johns (Mrk).

CLSSC 125 INT: 1. Richie Baulch (Mrk); 2. Rick Jones (Pen); 3. Daniel Beher (DKW); 4. Charles Schank (Mai); 5. Dan Baker.

CLSSC 125 NOV: 1. Stan Cooper (CZ).

CLSSC 250 EX: 1. Steve Tucker (BSA); 2. Robert Poole (BSA); 3. Dan Johns (AJS).

CLSSC 250 INT: 1. Marc Cornut (BSA); 2. Paul Havir (BSA).

CLSSC 250 NOV: 1. Chris Makynen (BSA).

CLSSC 500 EX: 1. Dan Johns (AJS); 2. James Smith (BSA); 3. Steve Tucker (BSA).

CLSSC 500 INT: 1. Matt Parsons (Ric); 2. David Van Stelle (Duc); 3. David Tucker (BSA); 4. David Light (Bul); 5. Ron Winget (Hon).

CLSSC 500 NOV: 1. Tom Van Stelle (Duc); 2. Matt Benson (Hus); 3. Dennis Brown (Gre).

SPTSMN 125 EX: 1. Darin Emswiler (Hon); 2. Carl Mabrey (Hon); 3. Douglas Wentzell (Hon); 4. James Smith (C-A); 5. John Ziska (Hon).

SPTSMN 125 INT: 1. Tom McGuire (Hon); 2. Craig Borders (Hon); 3. Chris Morton (Hus); 4. Dan Heingartner); 5. Pete Wening (Hon).

SPTSMN 125 NOV: 1. Terry Schwark (Hon); 2. Chris Frei (Yam).

SPTSMN 250 EX: 1. Greg Carter (Mai); 2. James Greenleaf (Hon); 3. Douglas Wentzell (Yam); 4. Darin Emswiler (Hon); 5. Patrick O'Connor (Hon).

SPTSMN 250 INT: 1. Craig Borders (Hon); 2. John Beese (Hus); 3. Keith Kons (Yam); 4. Jay Wilson (Hon); 5. Craig Campbell (Ric).

SPTSMN 250 NOV: 1. Richard Pate (Hus); 2. Chris Frei (Hus).

SPTSMN 500 EX: 1. Greg Carter (Mai); 2. Rick Hudson (Mai); 3. Wesley Fuller (Mai); 4. Douglas Wentzell (Yam); 5. Eddie Lambert (Suz).

SPTSMN 500 INT: 1. Joseph Light (Bul); 2. Jay Wilson (Mai); 3. Michael Friberg (Hus); 4. Dean Gregory (Hus); 5. David Tucker (BSA).

SPTSMN 500 NOV: 1. Timothy Cicora (CZ); 2. Ken Bova (BSA); 3. Douglas Schnick (Hus); 4. David Williams (Yam); 5. Neal Riley (CZ).

SPTSMN TW EX: 1. Brian O'Connor (Ric).

SPTSMN TW INT: 1. Richie Baulch (Yam); 2. Mark Nelson (Ric); 3. Graham Foster (BMW).

WMN INT: 1. Deborah Poole (CZ).

WMN NOV: 1. Debra Narayan (Hon); 2. Jessica Kons (H-D).

30+ EX: 1. Wesley Fuller (Mai); 2. Greg Carter (Mai); 3. James Smith (C-A); 4. James Greenleaf (Hon); 5. Rick Hudson (Mai).

30+ INT: 1. Joseph Light (Bul); 2. Jim Webber (Mai); 3. Allen Artz (Suz); 4. John Deemer (Hon); 5. Keith Kons (Yam).

30+ NOV: 1. Neal Riley (CZ); 2. Jim Schollenberger); 3. Terry Schwark (Hon); 4. Douglas Schnick (Hus); 5. Matthew Lilly (Hon).

40+ EX: 1. Gary Poland (Bul); 2. Eddie Lambert (Suz); 3. Robert Poole (BSA); 4. Phil Hanford (CCM); 5. James Sinclair (Hus).

40+ INT: 1. Jack Leece (Mai); 2. Jeffrey Hill (Yam); 3. Rick Jones (Pen); 4. Jim McCulloch; 5. Robert Spicer (BSA).

40+ NOV: 1. John Manford (Hon); 2. Richard Anderson (Hus); 3. Tom Van Stelle (Duc); 4. Ken Bova (BSA); 5. Richard Pate (Hus).

50+ EX: 1. Jeff Smith (C-A); 2. Jean Ramsay (Mai); 3. William Fuller (Hon); 4. John M. Louck (Rok).

50+ INT: 1. Bob Capistrant (Mai); 2. Dennis Lappin (Pen); 3. Roy Maley (Mai); 4. Karl Papenhagen (Pen); 5. Dennis Spencer (Bul).

50+ NOV: 1. Harry Higgins (BSA); 2. Rae Tyson (Hon).

60+ NOV: 1. Harry Higgins (BSA).

Upcoming Rounds:
Round 10 - Peoria, IL, June 29
Round 11 - Carlsbad, CA, July 7

(Above left) Maico-mounted Californian Greg Carter took the win in Sportsman 250 and 500cc Expert classes in Vintage Iron motocross racing.
(Above) Wassel-mounted Rich Baulch won the Classic Expert class at the Grattan Vintage trial and was one of two competitors who participated in all four types of competition during the weekend. Baulch scored a pair of firsts in the Vintage Iron motocross.

AHRMA/Speed & Sport Trials Series: Round 7

Sunday's trial used eight tight, wooded sections to challenge the feet-up contingent. In Premier Heavyweight Expert, Duncan Wright loaned his new pride and joy, a Dick Mann-built 1957 BSA 500, to Jeff Smith, who did an excellent job of piloting the big thumper to a 28-point ride, but trials organizer Bob Capistrant did an even better job on his BSA 500. Capistrant dropped just 19 points, including scoring a 5 in one of the sections he had devised.

In the Modern Classic Novice class, Tony Glueck and Bert Jacoby wrestled all day for the lead. Glueck ended up winning with only three marks lost, just one dab ahead of Montesa rider Jacoby.

The Premier Lightweight Intermediate rivalry between Triumph Cub pilot Brian Slark and BSA C15 rider Chris Makynen continued, with Slark prevailing by three points. Only a point behind Makynen was Dennis Brown on his Greeves. CN

Grattan International Raceway
Grattan, Michigan
Results: June 15, 1996 (Round 7 of 13)

PREM H/W EX: 1. Robert Capistrant (BSA) 19 points; 2. Jeff Smith (BSA) 28.

PREM H/W NOV: 1. Robert Goodpaster (Ric-BSA) 64.

PREM L/W EX: 1. Robert Ginder Jr. (Gre) 6.

PREM L/W INT: 1. Brian Slark (Tri) 52; 2. Chris Makynen (BSA) 55; 3. Dennis Brown (Gre) 56.

PREM L/W NOV: 1. Kurt Baue (Tri) 35.

RIGID EX: 1. Michael Hosafros (Nor) 52.

RIGID NOV: 1. Eric Richardson (BSA) 99.

CLSSC INT: 1. Richie Baulch (Was) 17.

CLSSC NOV: 1. Don Fromm (Cot) 50.

MDRN CLSSC EX: 1. Matt Parsons (Bul) 14; 2. Greg Carter (Mon) 18; 3. Graham Foster (Mon) 26; 4. Jim Sinclair (Bul) 96.

MDRN CLSSC INT: 1. Mike Hyslop (Yam) 13; 2. James Smith (Hon) 24; 3. Dennis Spencer (Bul) 49.

MDRN CLSSC NOV: 1. Anton Glueck (Kaw) 3; 2. Bert Jacoby (Mon) 4; 3. Sam Blanton (Yam) 11; 4. Francis Hall (20); 5. Travis Hyslop (Hon) 23.

MDRN CLSSC BEG: 1. Gary Bondeson (Bul) 1; 2. Dan Petterson (Yam) 5; 3. Rich Froelich (Mon) 10; 4. Danny Thomas (Hon) 12; 5. Joshua Smith-Moore (Ind) 17.

Upcoming Rounds:
Round 8 - Peoria, IL, June 30
Round 9 - Donner, CA, July 13

Kevin Walker (859) leads Billy Liles (5), Brock Sellards (10), Jim Neese (61) and Nathan Ramsey (47) in the 250cc A class at Muddy Creek Raceway.

Ramsey runs Walker at Muddy Creek Motocross

By Barbara Williams
Photo by Loren Williams

BLOUNTVILLE, TN, JUNE 9
Nathan Ramsey used the AMA Supercross experience that netted him third in the 125cc Eastern Region to hound MegaSeries points leader Kevin Walker in the 250cc A class on FMF Day at Muddy Creek Raceway, taking the win in the class by a wheel span.

Ramsey grabbed the point on the start of moto one, only to yield to Walker in the woods. Beginning on lap two, Walker nearly lost the race at the top of the stairstep hill when his knobbies lost their grip and he found himself looking down at his rear wheel. "Kevin's really good at sliding around those TT corners in the Mini-Os," said a friend of Walker. That skill served him well, and Walker recovered to retain the lead, much to the chagrin of Ramsey and Neese, all of whom were in the same corner.

Pressuring relentlessly, Ramsey was able to force his way to the front with a lap and a half to go. Ramsey was further helped when Walker bobbled coming up the stairsteps and settled for a safe second place.

Walker nailed the holeshot in the second moto and led for most of the race, though Ramsey was always there peeking over his shoulder. Late in the penultimate lap, Ramsey executed a slick in-and-out move going through an uphill horseshoe, stinging Walker for the lead. For the last lap, Walker pulled out all the stops to get back in front, and the two were side-by-side blasting up the stairsteps to the finish line. Ramsey won by a wheel, and Walker stopped immediately after the flag, obviously hurting.

"I twisted my knee on the last corner," Walker said. "When I put my foot down it felt like it was twisted around backwards." Then, looking up at Ramsey, whose hand was on his shoulder, Walker said, "Great race, man."

Results

50 (4-6): 1. Bradley Pace (KTM); 2. Davin Price (LEM); 3. Brandon Large (LEM); 4. Cameron Stone (LEM); 5. Jordan Pittman (KTM).

50 (7-8): 1. David Millsaps (Cob); 2. Jimmy Keys (Cob); 3. Michael Ridge (Cob); 4. Chase Beck (Cob); 5. Eric Browning (LEM).

65 (7-9): 1. David Millsaps (Kaw); 2. Joshua Davis (Kaw); 3. Alexander Hunter (Kaw); 4. Brianna Millsaps (Kaw); 5. Jake Posey (Kaw).

65 (10-11): 1. William Browning II (Kaw); 2. Jeffrey Fields (Kaw); 3. Chase Roberts (Kaw); 4. Cory Cone (Kaw); 5. Kasey Taylor (Kaw).

80 D: 1. Garrett Edmenster (Hon); 2. Joe Guinn (Kaw); 3. Jimmy Elza (Hon); 4. Brian Plasschaert (Hon); 5. Justin Jones (Yam).

JR MINI: 1. Tyler Burnette (Yam); 2. William Browning II (Yam); 3. Matt Miller (Suz); 4. Donald McGourty (Suz); 5. Jason Bault (Suz).

SR MINI: 1. Joshua Summey (Kaw); 2. Tyson Hadsell (Suz); 3. Bobby Ranker (Suz); 4. Hans Neel (Hon); 5. Chris Day (Kaw).

S/MINI: 1. Daniel Tesh (Kaw); 2. Joshua Summey (Kaw); 3. Tyson Hadsell (Suz); 4. Hans Neel (Hon); 5. Casey Barnes (Suz).

SCHBY: 1. Jeffery Ryan (Suz); 2. Joshua Capps (Kaw); 3. Aaron Day (Kaw); 4. Daniel Tesh (Kaw); 5. Ben Riddle (Kaw).

125 A: 1. Kevin Walker (Yam); 2. Jim Chester (Suz); 3. Nathan Ramsey (Suz); 4. Brock Sellards (Kaw); 5. Jim Neese (Hon).

125 B: 1. Kurt Sims (Kaw); 2. Jon Boruff (Hon); 3. Josh Capps (Kaw); 4. John Fann (Suz).

125 C: 1. Timmy Milligan (Suz); 2. Chris Kile (Kaw); 3. Chad Burba (Kaw); 4. Darrell Blankenship (Suz); 5. Timmy Morrison (Kaw).

125 D: 1. Allen Rucker (Kaw); 2. William Melton (Hon); 3. Danny Newton (Hon); 4. Jason Rowe (Suz); 5. Josh Eagle (Hon).

250 A: 1. Nathan Ramsey (Suz); 2. Kevin Walker (Yam); 3. Jim Neese (Hon); 4. Billy Liles (Suz); 5. Brock Sellards (Kaw).

250 B: 1. Marcus Hedrick (Suz); 2. Jon Boruff (Hon); 3. Kurt Sims (Kaw); 4. Preston Rose (Kaw); 5. Chap Harkrader (Hon).

250 C: 1. Matthew Freed (Suz); 2. Aaron Elienburg (Suz); 3. Robert Andy Smith (Hon); 4. Bobby Landers (Suz); 5. Mark Manuel (Suz).

250 D: 1. Thomas Turner (Kaw); 2. Jason Wilkes (Hon); 3. Kyle Grant (Yam); 4. Bill Thomas (Suz); 5. Allen Rucker (Kaw).

OPEN AM: 1. Ron Jones (Hon); 2. Darryl Ahonen (Kaw); 3. Mark Christian (Hon); 4. Joey Southard (Hon); 5. Jeff Tomlinson (Hon).

25+ A: 1. Kevin Walker (Yam); 2. Billy Liles (Suz); 3. Jim Chester (Suz); 4. Todd Baisden (Suz); 5. Rick Wright (Suz).

25+ B: 1. Furman Parton (Hon); 2. Scott Linkous (Suz); 3. David Sawyer (Kaw); 4. Jamie McCoy (Yam); 5. Leslie Belcher (Hon).

25+ C: 1. Chris Kile (Kaw); 2. Rodney Foley (Hon); 3. Mark Huntsinger (Suz); 4. Mark Whitley (Kaw); 5. Rick Cooper (Hon).

30+ A: 1. Billy Liles (Suz); 2. Ron Jones (Hon); 3. Mark Guy (Yam); 4. Bryan Adams (Kaw); 5. Rick Wright (Suz).

30+ B: 1. Albert Jamie McCoy (Yam); 2. Joey Singleton (Hon); 3. David Sawyer (Kaw); 4. David Eller (Kaw); 5. David Whitson (Hon).

30+ C: 1. Roger Arnold (Hon); 2. Rick Cooper (Hon); 3. Mark Huntsinger (Suz); 4. David Tucker (Suz); 5. Billy Harrison (Hon).

35+: 1. Ron Jones (Hon); 2. Mark Guy (Yam); 3. Rick Wright (Suz); 4. Bryan Adams (Kaw); 5. Timothy Smith (Suz).

40+: 1. Ron Jones (Hon); 2. Timothy Smith (Suz); 3. Johnny Gibson (Hon); 4. Gary Baisden (KTM); 5. James Green (Kaw).

48+: 1. Terrell Welborn (Suz); 2. Ted Shortridge (Hon).

U/L AM: 1. Shane Jenkins (Hon); 2. Eric Barnes (Suz); 3. John Upton (Kaw); 4. Zack McCoy (Hon); 5. Nick Turner (Suz).

U/L C/D: 1. Robert Andy Smith (Hon); 2. Keith Lewis (Yam); 3. Richard Faiett (Kaw); 4. Keith Cottongin (Hon); 5. Kevin Black (Kaw).

Mahler master at Rainier ST

By Clay Light

RAINIER, WA, JUNE 1
Honda-mounted Dave Mahler overcame a fast track and incredibly tough competition in the 40+ A main at the second of a series of AMA District 27 short track races at the Rainier Cycle Bowl race track.

Mahler had his hands full with seasoned rider Gary Beach and AMA Pro-Am rider Lee Jensen in the 10-lap final. Jensen's Rotax loomed in Mahler's shadow for most of the race. Luckily for Mahler the track is not known as passer-friendly; thus, Mahler grabbed his second win of the AMA season ahead of Jensen, Beach and Rotax rider Tom Simpson.

Pro-Am riders Jeff Holford and Tony Fox had a great battle in the 30+ Open A main, in which Holford came out on top. Third went to the always-consistent Frank Mock, edging Nick McBride Sr. and William Ausbun. Fox, though, didn't go away empty-handed, topping the highly competitive Open A main over Walter Coffel.

National number 30 Ron Waters scored a popular win in the combined Expert/Pro-Am final, but Waters' first AMA win of the season didn't come without a bit of luck.

Fellow Expert Charlie Brown, who, like Waters, won one of the two heat races, led for the first three laps. That is until Brown's brakes went away, allowing Waters to gun down Brown and set out into a lead he never relinquished.

Waters' strong pace gave him a big win for top money, while another Expert, Jeff Hiatt, nabbed second ahead of Jerry Southworth. Top Pro-Am rider was fourth-place finisher Holford, who was followed by Joe Wade and Jensen.

Results

250 A: 1. Byron Dotson; 2. Walter Coffel; 3. James Kiser; 4. Jake Holden; 5. Robert Rosie.

30+ OPEN: 1. Jeff Holford; 2. Tony Fox; 3. Frank Mock; 4. Nick McBride Sr.; 5. William Ausbun.

250 B: 1. Ray DeFord; 2. Laurie Bushnell; 3. Brian Wall; 4. Todd Hill.

40+ A: 1. Dave Mahler; 2. Lee Jensen; 3. Gary Beach; 4. Tom Simpson; 5. Mike Colyar.

OPEN A: 1. Tony Fox; 2. Walter Coffel; 3. William Ausbun; 4. Nick McBride Sr.; 5. Joe Lenz.

OPEN B: 1. Inor Lofgren; 2. Eddie Honer; 3. Don Knoblauch.

30+ 250: 1. Robert Rosie; 2. Gerry Otto; 3. Ed Bushnell; 4. Todd Hill; 5. Ed Taylor.

VINT TW: 1. Gary Beach; 2. Mike Harritt; 3. Willie Ward; 4. Rod Estes.

SPDWY A: 1. Robin Nicolaides; 2. Seth Church; 3. David Darst.

SPDWY B: 1. David Cobb; 2. Elliot Long.

EX/PRO-AM: 1. Ron Waters; 2. Jeff Hiatt; 3. Jerry Southworth; 4. Jeff Holford; 5. Joe Wade.

250 PRO: 1. Pete Medcalf; 2. Lance Strong; 3. Skook Coffel; 4. Al Benson; 5. Jeff Thurston.

50 JR: 1. Justin McMillan; 2. Brent Schnitzer; 3. Roby Haycock.

50 MOD: 1. Wes Church; 2. Tyler Thompson.

50 SR: 1. Trevor Wharton; 2. Joshua Baker; 3. Trevor Moore.

60 A: 1. Mike Rochester; 2. Nick Sellers; 3. Jacob Ellis.

60 B: 1. Tim Haycock; 2. Skylar Tharp; 3. Shawn Nicolaidas.

80 A: 1. Jake Holden; 2. Scooter Vernon; 3. Nathan Wharton.

80 DTX: 1. Scooter Vernon; 2. Timmy Ricketts; 3. Sam Rivers.

125 A: 1. Nick McBride; 2. Dan Medcalf; 3. Jason Rosie.

Schwartz tops Bakersfield Speedway

By Elaine Jones

BAKERSFIELD, CA, JUNE 1
For the first time in 20 years, Speedway motorcycles visited the banked, quarter-mile oval of Bakersfield Speedway, and Bobby Schwartz was the man of the hour, impressing the many enthusiastic fans with his second Scratch main victory in as many days.

After two of three rounds of Scratch racing, the only rider to go to the main clean was Steve Lucero. Schwartz, Gary Hicks and Shawn McConnell each had a first and second. Lucero kept his streak alive, and with the most points on the night had assured himself a place in the main. Hicks picked up another second and Schwartz put together another winning performance, their point totals getting them in to the main. After a bad first round Brad Oxley put two wins together and he was in.

McConnell, the hard-luck rider of the night, was running away with his final heat, but 10 feet from the finish his brand-new motor went south, putting him on the ground.

Gary Ackroyd was next in line and got the fifth spot. The draw for starting position had Ackroyd on the pole, Schwartz in two and Hicks in three. On the outside was Oxley in four and Lucero in five.

Veterans Schwartz and Lucero got the best starts, but Schwartz took the main-event lead. The track was a wide, blue groove and it was rough, but Schwartz made it into a superhighway as he pulled away from the field. Lucero had his hands full keeping Hicks at bay and held his line to finish second. Ackroyd rounded out the field with fourth. Oxley pulled off after one lap with engine trouble.

Local boy Randy DiFrancisco led the Support main from start to finish, topping Paul Binnquist and John DeFries.

Results

SCR: 1. Bobby Schwartz (GM); 2. Steve Lucero (GM); 3. Gary Hicks (Wes); 4. Gary Ackroyd (Wes); 5. Brad Oxley (Wes).

SUP: 1. Randy DiFrancisco (Jaw); 2. Paul Binnquist (Jaw); 3. John DeFries (Jaw); 4. George Fox (Jaw); 5. Rick Pearce (Jaw).

FLT TRK: 1. A.J. Herrera (W-R); 2. Rick Pearce (W-R); 3. Dan Argano (W-R); 4. Jim Kessler (W-R); 5. Ron Reimer (Hon).

Schwartz, McConnell master Costa Mesa Speedway

By Elaine Jones

COSTA MESA, CA, MAY 31
Bobby Schwartz and Shawn McConnell were the big winners at the Costa Mesa Speedway Friday night, with Schwartz winning the Scratch main and McConnell the Handicap.

Direct transfers to the Scratch main went to Schwartz who drew the number-two slot, Steve Lucero in three, and Jesse Finch and Shawn McConnell were in four and five. Gary Hicks got there via the last chance qualifier and drew the pole.

At the start they all began to roll but caught themselves. When the tape finally went up Lucero got a great start. When the riders hit the first corner it looked like bowling for dollars, though, with Lucero the only one through the turn upright. On the restart, Lucero again got a good start, but Hicks caught a wheel and stepped off leaving nowhere for McConnell to go. Third time's a charm? Wrong. This time Hicks was trying to go underneath Schwartz, pushing him out. Then McConnell and Finch tangled. The ref decided to let them all settle down and another race was brought out.

Finally, on the fourth try they got away cleanly. Schwartz got the gate he is famous for to take the early lead. The only pass in the quick four-lapper was made by Lucero when he went around Hicks on the second lap. Schwartz took the win followed by Lucero, Hicks, McConnell and Finch.

Making their way up the transfer ladder for the Handicap main were McConnell, Schwartz, Lucero, Jake Zemke, David Taylor, Walt Farnum, Jerry Black and Gary Ackroyd. Farnum started the race on top, but 40-yard-line starter McConnell was already on his heels and was leading by the second lap. Lucero, who started from the 50-yard line, was right on his tail and the pair would break away in a lead battle for four laps. As they came out of turn four to take the white flag, Lucero's bike went away and it was clear sailing for McConnell. Ackroyd was more than happy to take over second with Zemke third and Black fourth.

Results

SCR: 1. Bobby Schwartz (Wes); 2. Steve Lucero (GDN); 3. Gary Hicks (Wes); 4. Shawn McConnell (GDN); 5. Jesse Finch (Wes).

HDCP: 1. Shawn McConnell (GDN); 2. Gary Ackroyd (Wes); 3. Jake Zemke (Wes); 4. Jerry Black (Wes); 5. Walt Farnum (Wes).

SDCR: 1. D. Carmont/R. Taling (Hon); 2. S. Morrow/C. Maggin (Suz); 3. S. Glass/D. Smithlin (Kaw); 4. D. Steele/D. King (GDN).

SUP: 1. Mike Reed (Wes); 2. Tom Wetzel (Jaw); 3. Paul Binnquist (Jaw); 4. Danny Holt (Jaw); 5. Kon Baur (Jaw).

Carlson cruises to victory at Starwest Motocross

By Kyle C. Parsons

PERRIS, CA, JUNE 8
Mini star Danny Carlson chose to show the competition that his talents go way beyond 80cc racing, as the American Honda/Bills Pipe/Fox/Shoei-sponsored rider took the overall win in the 125cc Intermediate class at the Starwest Supercross Saturday Night Series.

As the gate fell for the first moto, Carlson rocketed into the first turn ahead of Ryan Vanderveen and Cole Gress. By the end of the lap one Carlson had pulled out a five-second cushion ahead of the hard-charging Vanderveen, who now had to worry about Gress, who was trying to keep front-runner Carlson in sight. As the race wore on, the battle between Vanderveen and Gress intensified as both riders used everything in their bag of tricks to combat the other. This allowed Carlson to extend his lead to 10 seconds. On lap four Gress was able to get around a tiring Vanderveen and set his sights on the insurmountable lead of Carlson. Unable to close the gap, Gress settled in to finish second behind first-moto winner Carlson.

The second-moto start was a carbon copy of the first as Carlson reeled off the holeshot followed by Vanderveen and Gress. Once again Carlson was able to put five seconds between himself and the pack. By lap two it was apparent that Vanderveen was in for the long haul as Carlson was unable to put the distance between himself and the rest of the pack like in the first moto. Gress was also having a harder time getting close to the refreshed Vanderveen. Needing the second-moto win for the overall, Gress was giving it his all to catch and pass Vanderveen before Carlson was able to get away.

By lap four Carlson held a six-second margin over the exciting battle that had developed between Vanderveen and Gress. Gress got close but Vanderveen repelled him. As Carlson came across for the second-moto victory and the overall for the evening, Vanderveen was able to hold off Gress and take second overall.

Results

50 STK BEG (4-6): 1. Anthony Young II; 2. Garry Miller Jr.; 3. Jake Hulett; 4. Steven Corda; 5. Brady Huntley.

50 STK STRTR (4-6): 1. Tylor Hemme; 2. Matthew Richardson; 3. Matthew Dormark; 4. Alan Jiron; 5. Richard Sterling.

50 STK STRTR (7-8): 1. Don Green; 2. Cameron Sides.

50 STK BEG (7-8): 1. Dave Greene; 2. Colton James; 3. Chaz Diesel; 4. J.D. Mendell; 5. Joshua Mainferme.

50 MOD (7-8): 1. Micheal Yardley.

50 STK NOV: 1. Tommy Trarbaugh; 2. Zach Nagle; 3. Kahn Goodsite; 4. Bruce Rutherford; 5. Mike Meade.

50 STK EX: 1. Cody Bradbury; 2. Chad Gores; 3. Brandon Million; 4. Jason Griffin.

MOD B: 1. Kameron Scott; 2. Kahn Goodsite; 3. Mike Meade; 4. Mikal Overman; 5. Zach Nagle.

MOD A: 1. Chad Gores; 2. Brandon Million.

50 STK: 1. Dennis Jonan; 2. Bruce Rutherford; 3. Cody Bradbury; 4. Jason Griffin; 5. Brandon Million.

50 MOD: 1. Kameron Scott.

S/PW: 1. Ricky Hemme; 2. Mike Meade.

60 BEG (6-9): 1. Noah Hernandez; 2. Dominic Zaccardo.

60 (6-8): 1. Jeff Loop; 2. Ricky Hemme; 3. Dennis Jonan; 4. Chris Aleksiejczyk; 5. J.J. Noone.

60 (9-11): 1. Jason Medina; 2. Cas Swift; 3. Donald Chollar.

80 (12-13): 1. Rod Hamby.

80 (0-11) : Daniel Taft; 2. Joshua Brown.

80 BEG (12-16): 1. Richard Albach; 2. Kyle Krause; 3. Jimbo Bradbury.

80 BEG (0-11): 1. Michael Parker; 2. Dustin Shirey; 3. Brian Albach.

125 BEG: 1. Jared Krause; 2. Mike Powers; 3. Mark Wickham; 4. Guy Elyetym; 5. Marvin Gamboa Jr.

125 NOV: 1. Nathan Craig; 2. Jeremy Stenberg; 3. Andrew Minchow.

125 INT: 1. Danny Carlson; 2. Ryan Vanderveen; 3. Cole Gress.

250 BEG: 1. Steve Flanders; 2. Felix Bendezu.

250 NOV: 1. Randy Clark.

30+ BEG: 1. Bruce Mortensen; 2. Cameron Funk; 3. Pryor Campbell; 4. Anthony Young; 5. Jim Thrift.

30+ NOV: 1. Chris Swift.

30+ INT: 1. Mark Stroup.

Foreigners steal Guam gold

By Mark Kariya/Dirt Rider

SANTA RITA, GUAM, JUNE 1-2
Racers from the Philippines and Japan won most of the more prestigious classes, but Guamanians still ended up with a number of victories at the annual Marlboro Pacific Off-Road Championships held at Guam Raceway Park.

The motorcycle championships consist of three events: two supercross motos on Saturday, a two-hour "enduro" (more like a western grand prix) on Sunday morning, then two motos for each class on the short track Sunday afternoon.

The most impressive rides belonged to a young Japanese motocrosser, who begged to remain unidentified for fear of penalty by his country's federation. He nonetheless came away with two big wins and a third to earn the honor of top motorcycle racer for the weekend in this once-a-year event.

Shell-sponsored Yamaha rider Glenn Aguilar of the Philippines found himself unable to keep pace with the Japanese racer in the two 125cc Supercross motos and relinquished the title he won the year before. "Back home, I was preparing for the 250s, because I graduated in the Philippines from the 125s,"he said.(He won the 195 Philippine 125cc MX championship)." When they invited me here again, I was preparing the 250cc bike, but they said, 'You have to defend the (125cc) title.'"

"I don't have practice (on the 125s recently) so I borrowed my friend's bike," Aguilar said. When I came here, I didn't know how to use the 125 again - I think it's a 250; I have to find the clutch and everything - it's hard."

Nonetheless, Aguilar emerged the victor of the 125cc short track event and teamed up with countryman Jolet Jao for the 250cc-class win in the two-hour enduro.

One local (though he now lives on the island of Saipan) who did the hometown crowd proud was Cuci Alvarez. The defending co-champ in the 125cc Enduro, he and younger brother Peter ended up third in that event this time, trailing the winning Japanese team and the young local team of Patrick and Steve Santos. However, Cuci (pronounced "cookie") did run a strong second in the 125cc Short Track and won the 250cc Supercross.

"This is *the* event of Guam, where we invite offisland competitors," said Alvarez. "Racing here is not a Pro deal; it's just out of the sheer love of the sport, just for the fun of it. That's why we do it." Indeed. Six of the Alvarez clan raced (including father Ray, who got third in the twohour buggy event), with most trophying.

Results

Supercross

P/W 80: 1. Jason Pangelinan (Yam); 2. Matthew Cruz (Yam); 3. Boss-Boy Alvarez (Yam).

P/W 50: 1. Jeremy Herring (KTM); 2. Tomas Pangelinan (Yam); 3. Cuci-Boy Alvarez (Yam).

80: 1. Jason Dumas (Kaw); 2. Gerard Perez (Yam); 3. Tim Kautz (Hon).

125: 1. Anonymous (Yam); 2. Glenn Aguilar (Yam); 3. Steve Santos (Hon).

250: 1. Cuci Alvarez (Yam); 2. Jess Pangelinan (Yam); 3. John Atoigue (Yam).

VET: 1. James Cepeda (Suz); 2. Kim Aiken (Yam); 3. Dave Kautz (Kaw).

One-Hour Enduro

80: 1. John Cruz (Kaw) 18 laps; 2. Tom Akigami 17; 3. Matthew Guzman/Gerard Perez (Yam) 15.

Two-Hour Enduro

125: 1. Anonymous/Hidojo Toh (Yam) 42 laps; 2. Steve Santos/Patrick Santos (Hon) 42; 3. Cuci Alvarez/Pete Alvarez (Yam) 41.

250: 1. Glenn Aguilar/Jolet Jao (Kaw) 40; 2. Peter Aguon/Boss Alvarez (Yam) 37; 3. John Atoigue/Jess Pangelinan (Yam) 35.

VET: 1. James Cepeda/Dave Kautz (Kaw) 37; 2. Robert Gapasin/John Gapasin (Yam) 36; 3. Kim Aiken/Dave Herring (Yam) 36.

Short Track

80: 1. Jason Dumas (Kaw); 2. Geraldo Perez (Yam); 3. Matthew Guzman (Yam).

125: 1. Glenn Aguilar (Yam); 2. Cuci Alvarez (Yam); 3. Hidojo Toh (Yam).

250: 1. Jolet Jao (Kaw); 2. John Gapasin (Yam); 3. Anonymous Japanese (Yam).

Felicio tops Auburn Speedway 25-lapper

By M. Sober

AUBURN, CA, JUNE 7
Former flat track racer Chad Felicio survived the rigors of fatigue to claim the win at the inaugural Fast Fridays 25-lap, 12-bike speedway Handicap main event.

Ian Ferris, Chad Felicio, Rich Marcucci and Vance Felicio assumed their normal positions on the 20-yard line, while Matt Becker and Harlen Bast Jr., normally stationed on the 30, found themselves on the 60-yard line due to the double-yardage handicap assigned in this event. Tommy Hedden and Pat Linn were the only 80-yard participants. Fifty-yard veterans Louis Kossuth, Jimmy Sisemore, Bob Hicks and Bart Bast were stationed just in front of turn two on the back straightaway, a distant 100 yards from the green flag.

At the start, Ferris took the lead with Chad Felicio, Vance Felicio, Marcucci and Harlen Bast Jr. spread out just off his rear tire. Linn was the first to retire as his GM expired on the first lap. Next out was Becker, who rolled to a stop on the infield after only two laps.

Kossuth, Sisemore and Bart Bast approached the leading group by lap six, while Tommy Hedden and Hicks had also made similar progress. Leader Ferris, meanwhile, had his hands full keeping Chad Felicio at bay.

By lap 14 Marcucci worked into third place but soon found himself on the ground when he crashed - directly in Hedden's path. Hedden laid his Jawa down as a result, and so Kossuth inherited third and Sisemore took over fourth.

At the front, Ferris finally succumbed a few laps later to the pressure exerted by Chad Felicio as he let his challenger past on the inside groove. Still running third at this point was Kossuth, though he departed a short time later with a crash in turn three, the victim of numbing arms.

With just four laps to go the now-second-placed Sisemore was stationed just where he thought he wanted to be - right on Chad Felicio's rear fender. Unfortunately for Sisemore, Felicio held his line and took the victory.

"He's an ex-flat tracker," said Sisemore, "I guess I should have tried the outside on him."

Bart Bast, Hicks and Vance Felicio filled the top five.

Results

SCR: 1. Bart Bast (Jaw); 2. Jim Sisemore (Jaw); 3. Bob Hicks (Jaw); 4. Louis Kossuth (Jaw).

HDCP: 1. Chad Felicio (Jaw); 2. Jim Sisemore (Jaw); 4. Bart Bast (Jaw); 5. Vance Felico (Jaw).

D-2: 1. Ian Essary; 2. Bill Newby; 3. Matt King; 4. Cecil Watson; 5. Kim Darwazeh; 5. Chris Neves.

D-3: 1. Greg Mattox; 2. Derk Silva; 3. Bob Peters; 4. Scott Olney.

JR: 1. Bryan Yarrow; 2. Matt Proto; 3. Billy Janniro.

JR D-2: 1. Jay Heidt; 2. Tony Martinez; 3. Ray Linn.

Fast action at AHRMA vintage motocross

By Dick Archer

NEW BERLIN, NY, JUNE 8
The rolling hills of New York state came alive with the sound of thunder as nearly 300 entries tore up the grass-covered Unadilla motocross facility during round eight of the AHRMA/Vintage Iron National MX series. Many bruising battles took place throughout the day, but the high-speed action was in the Sportsman 125 and 250cc Expert classes.

Pennsylvania pilot Darin Emswiler turned in the fastest lap times of the day aboard his '74 Honda CR in the 250cc Expert class winning both motos in convincing fashion. In the first 250cc moto, Yamaha-mounted Richard Shipman powered out the holeshot up and around the tower, with Emswiler, Jim Greenleaf, Doug Wentzell and the rest of the mob in tow. Emswiler soon launched his scooter past Shipman, taking the lead for good. Greenleaf held on to finish third. CZ rider Richard Field spent the moto working his way up from a poor start and by the last lap had managed to catch and pass Wentzell and Dan Corley, who took each other out going over a jump. Field took fourth as Corley was able to quickly remount and finish fifth.

In moto two Emswiler and Shipman went at it once again. Emswiler took the lead after an elbow-to-elbow first-turn skirmish with Shipman and put in a solid ride for the win. Shipman and Field finished second and third overall.

The 125cc motos were harrowing as Bryan Muscavitch won moto two, undoing Emswiler's first-moto victory and taking the overall.

As the gate dropped in moto one, Ohio's Carl Mabrey and New Yorker Bernie Kohler nailed the first corner with the lead, but that didn't last long. Emswiler and Muscavitch, both aboard CR125s, flew past the leaders and scurried off in a battle of their own. Emswiler held off a charging Muscavitch the entire moto for the win. Muscavitch finished second, about three seconds off the pace. Jay Kinder got the best of Rick Rosseter and Mabrey to take third.

In moto two, Muscavitch took the holeshot and the lead, but on his tail were Kinder, Emswiler and Bobby Kuhnsman. Lap after lap they were all close, but Muscavitch smelled victory. On the last lap he rode like a madman up the big back hill and took the win and the overall.

Results

SPTSMN: 1. Bryan Muscavitch (Hon); 2. Darin Emswiler (Hon); 3. Jay Kinder (Hon); 4. Rick Rosseter (Hon); 5. Doug Wentzell (Hon).

SPTSMN 125 INT: 1. George Terzian (Hon); 2. Bill Nazelrod (Hon); 3. Craig Borders (Hon); 4. Scott Nicholas (Kaw); 5. Stephen Clare (Hon).

Honda Elsinore-mounted Darrin Emswiler (291) turned in blistering lap times on the way to his win in the 250cc Expert-class win at Unadilla during round eight of the AHRMA/Vintage Iron motocross series.

SPTSMN 125 NOV: 1. Will Martin (Hon); 2. Chris Hill (Hon); 3. Mike Piescki (Hod); 4. Terry O'Rourke (Pen).

SPTSMN 250 EX: 1. Darin Emswiler (Hon); 2. Richard Shipman (Yam); 3. Richard Field (CZ); 4. Daniel Coley (Oss); 5. Doug Wentzell (Yam).

SPTSMN 250 INT D-1: 1. Dick Strenkowski (C-A); 2. Bruce Bowman (Yam); 3. Scott Nicholas (Kaw); 4. Jay Wilson (Hon); 5. Paul Havir (Mai).

SPTSMN 250 INT D-2: 1. James Way (Mon); 2. Norman Smith (Yam); 3. Craig Borders (Hon); 4. Stuart Besser (Bul); 5. Tom Hurd (Hon).

SPTSMN 250 NOV: 1. Eric Brillo (Yam); 2. Chris Hill (Hon); 3. Wayne Zwicker (Suz); 4. John O'Hara (Yam); 5. Adam Krux (Oss).

SPTSMN 500 EX: 1. Dave Hurley (Yam); 2. Richard Field (CZ); 3. Dave Goyer (Mai); 4. Mike Robinson (Bul); 5. Doug Wentzell (Yam).

SPTSMN 500 INT: 1. Joe Light (Bul); 2. David Tucker (BSA); 4. Peter Pileski (Bul); 4. Eamon Massett (Mai); 5. Jay Stuiso (BSA).

SPTSMN 500 NOV: 1. Mark Strassner (Bul); 2. Glen Kuykendall (Mai); 3. Tim Cicora (CA); 4. Peter Beard (CZ); 5. Fred LaVance (Bul).

SPTSMN TW EX: 1. Tom France (Hon).

SPTSMN TW INT: 1. Rich Baulch (Yam); 2. Dennis Blevins (Tri).

CLSC 125 EX: 1. John Ziska (HUS); 2. John Sharra (Hon).

CLSC 125 INT: 1. Richie Baulch (Mon); 2. John Wernsdorfer (Ric); 3. Jeff Henkel (Hus); 4. Rick Jones (Pen); 5. Dennis Blevins (Hod).

CLSC 125 NOV: 1. Terry O'Rourke (Pen); 2. Mike Piescki (Hon).

CLSC 250 EX: 1. Steve Tucker (BSA); 2. Robert Psole (BSA).

CLSC 250 INT: 1. John Gallager (GRE); 2. Paul Havir (BSA); 3. Craig Corcoran (Gre); 4. Marc Cornut (BSA).

CLSC 500 EX: 1. Steve Tucker (BSA); 2. Alex Moroz (Tri); 3. John Hart (BSA); 4. James Smith (BSA).

CLSC 500 INT: 1. Dave Tucker (BSA); 2. David Light (Bul); 3. Jay Stuiso (Tri); 4. Dave Roper (Gre).

CLSC 500 NOV: 1. Dennis Brown (Gre); 2. Matt Benson (Hus).

PREM 500 EX: 1. Robert Poole (BSA).

PREM 500 INT: 1. Marc Cornut (BSA).

PREM L/W INT: 1. Robert Trueworthy (Bul).

30+ EX: 1. Mike Robinson (Bul); 2. Richard Shipman (Yam); 3. David Hurley (Yam); 4. Jay Kinder (Hon); 5. James Greenleaf (Hon).

30+ INT D-1: 1. Joe Light (Bul); 2. Eamon Massett (Mai); 3. Tim O'Rourke (Hon); 4. Steve Clare (Hon); 5. Mark Williams (Mon).

30+ INT D-2: 1. Norm Smith (Yam); 2. Jim Way (C-A); 3. Dick Strenkowski (C-Z); 4. Steve Mickelson (BSA); 5. Eric Kellner (CZ).

30+ NOV: 1. Russell McCallister (C-A); 2. Erick Brillo (Yam); 3. Wayne Zwicker (Suz); 4. John O'Hara (CZ); 5. Peter Conley (Hus).

40+ EX: 1. Eddie Lambert (Suz); 2. Carlos Escudero (Mai); 3. Ron Smolinka (CZ); 4. Kim Burrows (Mai); 5. John Hart (Bul).

40+ INT: 1. Spencer Balentine (Pen); 2. Joe Adomaitis (Mai); 3. Michael Zimmerman (Kaw); 4. Rick Jones (Pen); 5. Roy Maley (Mai).

40+ NOV: 1. John McMiollan (CZ); 2. William Martin (Bul); 3. Philip Beard (CZ); 4. Deborah Poole (CZ); 5. John Rauchfuss (CZ).

50+ EX: 1. Jeff Smith (C-Z); 2. John Sharra (Suz); 3. Robert Tapscott (Hus); 4. Robert Hayes (Suz).

50+ INT: 1. Roy Maley (Mai); 2. Ted Grabowski (Mai); 3. Robert Trueworthy (Bul); 4. Bernie Kohler (Suz).

50+ NOV: 1. Ray Rondinella (CZ).

75-78 EX: 1. Rick Rosseter (Yam); 2. Joe Lurch (Suz); 3. Karl Baumann (Yam); 4. Ed Blewett (Hon); 5. Mark Kielty (Kaw).

75-78 INT: 1. Daniel Way (C-A); 2. William Plante (Suz); 3. Joe Lapchak (Yamn); 4. David Boast (Suz); 5. Peter Rodriguez (Hon).

75-78 NOV: 1. Martin Lee (Suz); 2. Gary Gardiner (Suz); 4. Mike Palamarchik (Hon).

WMN INT: 1. Deborah Poole (CZ).

WMN NOV: 1. Kay McCallister (Yam); 2. Debra Narayan (Hon).

Carsten triples at Hurricane Hills Motocross

By Thorn Veety

CLIFFORD, PA, JUNE 1-2
Bromley Suzuki-sponsored Barry Carsten was the big winner at Hurricane Hills Sports Center during round two of the Northeast Motocross Classic, taking home the gold in three classes: 125cc Pro-Expert, 250cc/Open Expert and the Over 25 Expert classes.

New Jersey rider Chris Hunter was a double class winner, with wins in both the 125cc Amateur and Schoolboy classes, while Kevin Brodsky took his Yamaha to wins in both the 85cc (14-15) and the Super Mini classes.

Mike Baker took his Honda to the front of the pack in the first moto of 125cc Amateur action. Terry Finkle gated second with Kurt Robbins followed by Chris Hunter, Eddie Kunitz and Nick Sears. Finkle and Baker battled for the lead with Finkle taking the lead at the halfway point. The lead was to change again just one lap later as Chris Hunter powered his Honda to the lead and was gone. Finkle held on for second, followed to the checkers by Robbins, Baker and Kunitz.

Dyno-Port-sponsored Suzuki-mounted Joe Hargett grabbed the holeshot in moto two with Robbins, Hunter, Baker, Finkle and Kunitz all in the lead pack. Hargett slid out in a tight corner on lap three turning over the lead to Hunter, with Finkle, Robbins and Baker all getting by before he could remount in fifth. Hunter held on with a 10-second lead at the finish. Finkle took second, followed by Robbins, Baker and Hargett.

Bob Kiniry jumped to the early lead in the first 65cc (7-11) class with 1995 Pee-Wee National Champion Mitch Dougherty second, followed by Ryan O'Laughlin, Jason Lawrence, Chris Wagner and Jesse Gilbrith all in the chase.

Kiniry was able to hold off Dougherty for four laps before giving up the lead on lap five, O'Laughlin held a steady third with Gilbrith taking over fourth from Lawrence on the last lap.

Moto two was the Mitch Dougherty show as he grabbed the holeshot and was gone, leaving Lawrence, Kiniry, O'Laughlin and Wagner battling for the runner-up spot. They finished in that order.

Results

250/OPEN EX: 1. Barry Carsten (Suz); 2. Eric Reilly (Suz); 3. Jeff Yentzer (Kaw); 4. Chad Kresge(Suz); 5. David Kratz (Suz).

125 PRO EX: 1. Barry Carsten (Suz); 2. Steve Hemian (Suz); 3. Chad Kresge (Suz); 4. Joel Dengler (Suz); 5. Jeff Yentzer (Kaw).

65 (7-11): 1. Mitch Dougherty (Kaw); 2. Bob Kiniry (Kaw); 3. Jason Lawrence (Kaw); 4. Ryan O'Lauchlin (Kaw); 5. Chris Wagner (Kaw).

85 (12-13): 1. David Ginolfi (Kaw); 2. Casey Clark (Yam); 3. Shane Bartholf (Hon); 4. Jeremy Cook (Kaw); 5. Jerry Suits (Hon).

85 (14-15: 1. Kevin Brodsky (Yam); 2. Joe Dellaversano (Hon); 3. Mike Dougherty (Hon); 4. Jeremy Welch (Suz); 5. Jason Fedo (YAM).

85 (7-11): 1. Patrick Simpson (Suz); 2. Dennis Gelatt (Yam); 3. Jesse Gilbrith (Kaw); 4. Jack Carpenter (Suz); 5. Billy Heddin (Kaw).

Scott Sheak (26) rode to a four-moto sweep of the 125 and 250cc Pro classes at Unadilla during round three of the Northeast Classic motocross series.

125 AM: 1. Chris Hunter (Hon); 2. Terry Finkle (Yam); 3. Kurt Robbins (Suz); 4. Mike Barker (Hon); 5. Joe Hargett (Suz).

125 NOV: 1. Aaron Dieter (Suz); 2. Antonio Poccia (Suz); 3. Shannon Burkey (Yam); 4. Bill Zonca (Yam); 5. Mike Fredda (Hon).

250/OPEN AM: 1. Casey Higgins (Suz); 2. Terry Finkle (Yam); 3. Mike Barker (Hon); 4. Paul Shreenen (Hon); 5. Kris Tompkins (Kaw).

EX (25+): 1. Barry Carsten (Suz); 2. Marc Teisler (Hon); 3. Robert Elchlin (Kaw); 4. Don DeCillo (Suz); 5. John Walton (Hon).

40+: 1. Howard Hoose (Suz); 2. Joe Ferrini (Yam); 3. Rudy Amresano (Hon); 4. Richard Johnson (Hon); 5. Joe Yagloski (Yam).

AM (25+): 1. Ryan Grover (Kaw); 2. Todd Hamilton (Suz); 3. Paul Shreenen (Hon); 4. Darryl Smith (Kaw); 5. Mark Cooper (Kaw).

CLGBY: 1. Chad Smith (Hon); 2. Mike Wilcox (Suz); 3. Daniel Ross (Hon); 4. Kris Tompkins (Kaw); 5. Tom Schneider (Suz).

125 SCHBY: 1. Chris Hunter (Hon); 2. Aaron Dieter (Suz); 3. Joey Yagloski (Hon); 4. Steve Cunningham (Kaw); 5. Mike Freeda (Hon).

WMN: 1. Renee Thesing (Suz); 2. Sheila Heddin (Kaw).

NOV (30+): 1. Edward Rapp (Kaw); 2. Martin Rarich (Hon); 3. Paul Laskowski (Hon); 4. John Schoener (Hon); 5. Robert Plazza (Kaw).

250/OPEN NOV: 1. Shannon Burkey (Yam); 2. Adam Robinison (Hon); 3. Edward Rapp (Kaw); 4. Harry Schantter (Hon); 5. Troy Gott (Suz).

AM (30+): 1. Brett Sherman (Kaw); 2. Brian Broadwell (Suz); 3. Peter Kwolek (Hon); 4. Mike Blanford (Kaw); 5. George Lucas (Yam).

EX (30+): 1. John Walton (Hon); 2. Marc Tiesler (Hon); 3. Robert Eichlin (Kaw); 4. Larry Harper (Kaw); 5. Ken Titus (Hon).

BELGIAN QUAL: 1. Eric Reilly (Suz); 2. Ronnie Faisst (Suz); 3. Bill Baker (Suz); 4. Philip Davis (Hon); 5. Bo Canaguier (KTM).

S/MINI: 1. Kevin Brodsky (Yam); 2. Joe Dellaversano (Hon); 3. Mike Dougherty (Hon); 4. Jeremy Cook (Kaw); 5. Casey Clark (Yam).

Sheak dominates Unadilla

By Dick Archer

NEW BERLIN, NY, JUNE 9

Suzuki-supported Scott Sheak would prove to be totally overpowering as he strong-armed his way to victory in all four motos in the 125 and 250cc Pro divisions during round three of the 1996 Northeast Classic MX Series in New Berlin, New York.

Well over 500 die-hard MXers braved heavy early-evening showers the night before and blew the mud off Ward Robinson's Unadilla motocross facility during practice. When race time came around, the track was perfect and the stage was set for a little prenational sparring. Sheak, Yamaha teammates John Dowd and Doug Henry, Eric Reilly, Barry Carsten and Tony Larusso along with 38 of the Northeast's best, all banged bars in some wild-eyed racing in the 250cc Pro class.

In moto one the air was thick with tension and humidity as the overfull gate poured out, down and around the first turn. The mud flew as Sheak, with a thrusting holeshot, ripped into the lead. Sheak stayed on the gas, flying up around the tower with Bruce Stratton, Eric Reilly and Doug Henry in a tussle for second. Reilly took the spot as Henry, Dave Kratz and Stratton were all close behind with Dowd, Larusso and Carsten on the move as well. By lap four the race was going from fast to faster as they leaped into the cavity. Sheak still led, with Reilly in second and Henry in third. Dowd made his move passing Stratton and then Kratz and set his sights on Henry. Dowd fought hard with Henry and finally got by him in the back section. Coming up the big back hill at the end of the moto was Sheak taking the win, Reilly in second, Dowd and Henry third and fourth, and Kratz holding on to fifth.

In moto two, Henry outran the stampede through turn one with Sheak, Dowd, and Reilly in feverish pursuit. Sheak was charging hard and made the pass on lap two. Henry and Dowd fought for second as Sheak took the win. Henry went down as Dowd and Reilly went flying by to take second and third. Henry quickly remounted and salvaged fourth.

After intermission the 50cc motos were run, and in true racing spirit, Sheak, Dowd, Henry, Reilly, and several other pros got out on the track and cheered for the Pee Wee racers, who couldn't believe their eyes.

Results

50 (4-6): 1. Maverick Gelatt (KTM); 2. Anthony Teed (KTM); 3. Thomas Hansen (KTM); 4. Marshall Hurd (Yam); 5. John Vergalito (Yam).

50 (7-8): 1. Anthony Soistman (LEM); 2. Mike Tippin (Cob); 3. Sean Horsford (KTM); 4. Dan Kiniry (LEM); 5. Josh Stout (Yam).

65 (7-11): 1. Mitch Dougherty (Kaw); 2. Ryan O'Laughlin (Kaw); 3. Jesse Cilbrith (Kaw); 4. Mike Sick (Kaw); 5. Bob Kiniry (Kaw).

85 (7-11): 1. Jack Carpenter (Suz); 2. Gene Nighman (Kaw); 3. Cole Vergalito (Hon); 4. Porkchop Gelatt (Yam); 5. Patrick Simpsom (Suz).

85 (12-13): 1. Jeremy Cook (Kaw); 2. Jerry Suits (Hon); 3. Shane Bartholf (Hon); 4. David Ginolfi (Kaw); 5. Chuck Gelatt (Yam).

85 (14-15): 1. Joe Dellaversano (Hon); 2. Kevin Brodsky (Yam); 3. Mike Dougherty (Hon); 4. Billy Douglas (Kaw); 5. Jason Fedo (Yam).

125 SCHBY: 1. Joe Dellaversano (Hon); 2. Chris Hunter (Hon); 3. Steve Cunningham (Kaw); 4. Aaron Dieter (Suz); 5. Joshua Sterritt (Suz).

CLGBY: 1. Nat Cole (Kaw); 2. Kurt Robbins (Suz); 3. Joe Russo (Kaw); 4. Dan Cole (Kaw); 5. Mark Hopkins (Hon).

WMN: 1. Julie Lemon (Kaw); 2. Renee Thesing (Suz); 3. Sheila Heckman (Hon).

125 NOV: 1. Aaron Shepherd (Hus); 2. Scotty Tilton (Suz); 3. Shannon Burkey (Yam); 4. Ron Kuhl (Hon); 5. Aaron Dieter (Suz).

125 AM: 1. Terry Finkle (Yam); 2. Chris Hunter (Hon); 3. Jimmy Wilson (Suz); 4. Mike Barker (Hon); 5. Casey Higgins (Suz).

125 PRO/EX: 1. Scott Sheak (Suz); 2. Barry Carsten (Suz); 3. John Dowd (Yam); 4. Dave Kratz (Suz); 5. Doug Henry (Yam).

250 NOV: 1. Shannon Burkey (Yam); 2. Kyle Jansen (Hon); 3. Glenn Waite (Kaw); 4. Adam Robinson (Hon); 5. Edward Rapp (Kaw).

250 AM: 1. Jimmy Wilson (Suz); 2. Terry Finkle (Yam); 3. Casey Higgins (Suz); 4. Scott Sampsell (Yam); 5. Rich Dool (Hon).

250/OPEN PRO: 1. Scott Sheak (Suz); 2. John Dowd (Yam); 3. Eric Reilly (Suz); 4. Doug Henry (Yam); 5. Bruce Stratton (Suz).

25+ AM: 1. Greg Lykens (Suz); 2. Jeff Armstrong (Kaw); 3. Eric Eisenfelder (Suz); 4. Todd Langlois (Kaw); 5. Steve Genovese (Hon).

25+ EX: 1. John Dowd (Yam); 2. Bruce Stratton (Suz); 3. Barry Carsten (Suz); 4. Jim McElvaine (Hon); 5. Mike Spear (Suz).

30+ NOV: 1. Edward Rapp (Kaw); 2. Pat Gabriel (Yam); 3. Robert Orlick (Yam); 4. John Schoener (Hon); 5. Larry Kosowski (Hon).

30+ AM: 1. Greg Lykens (Suz); 2. Brian Broadwell (Suz); 3. Nils Tribus (Kaw); 4. Steve Genovese (Hon); 5. Michael Thompson (Hon).

30+ EX: 1. Jim Kapitan (Hon); 2. David Paquette (Yam); 3. Mike Spear (Suz); 4. Marc Tiesler (Hon); 5. Bill Dill (Hon).

40+ SR: 1. Joe Ferrini (Yam); 2. Howard Hoose (Suz); 3. Ken Frankenberg (Hon); 4. James Hunnell (Hon); 5. David Ahouse (Yam).

Haas hot at Cayuga Hillclimb

By Bud Northrup

CAYUGA, IN, JUNE 8

The Pleasure Riders squeezed in another hillclimb between thunderstorms and Luke Haas picked up his second win and also second fast time of the season.

Haas' blistering 3.225-second run on his CR500 was just barely fast enough to beat out his good friend and traveling partner Marc Stamm, who turned a fine 3.254-second run of his own.

The Pleasure Riders gave the hill a new look for the event, moving the second breaker back far enough to make it very difficult, yet still possible, to double jump off the starting line. A near-perfect holeshot and launch off the first breaker could deliver a fast time if landed well, but any attempt far off perfect promised disaster and probably pain to the rider. Many tried and a few succeeded; many paid the price of imperfection.

Young Derrick Dallman turned in an astounding 71-foot climb on his tiny 50cc Honda to take the Automatic-class win, while his brother Brandon, also mounted on a Honda 50, delivered a fine 47-foot effort for second place. Zachary Duncan rode his Suzuki JR50 for 20 feet to take third place, followed closely by Justin Lappin, who recorded 19 feet on his LEM for fourth. Mark Matthews took his JR500 up the hill 16 feet for fifth place.

Jackie Mason continued his perfect season in the 80cc class with a convincing win on his Downers Grove CR80. The 13-year-old rider from Martinsville, Indiana, topped the hill in 5.352 seconds, nearly half a second quicker than second-place rider Tate Pearson, who cleared the top in 5.809 seconds on his KX80. Becky Williams claimed the third-place trophy with a 6.194- second effort on her Kawasaki, with Matt Weaver finishing in fourth on his KX80 in 6.360 seconds. Mason's younger brother Michael filled out the top five with a 6.450-second run on his Yamaha YZ80.

Results

AUTO: 1. Derrick Dallman (Hon); 2. Brandon Dallman (Hon); 3. Zachary Duncan (Suz); 4. Justin Lappin (LEM); 5. Mark Matthews (Suz).

200: 1. Mark Schroeder (Kaw); 2. Mark Goodman (Kaw); 3. Brent Havercroft (Yam); 4. Doyle Ivey (Kaw); 5. Richard Matthews (Suz).

400: 1. Paul Hackbarth (Yam); 2. Steve Shafer (Yam); 3. Marc Stamm (Yam); 4. Paul Hillard (Yam); 5. Tracy Green (Yam).

750: 1. Scott Petty (Yam); 2. Steve Jones (Tri); 3. Jason Northrup (Kaw); 4. Bob Glenn (KTM); 5. Jim Hillard (Kaw).

SR: 1. Bill Ashley (Hon); 2. Ron Todd (Kaw); 3. Craig DeHart (Hon); 4. Bob Glenn (KTM); 5. Roger Hackbarth (Hon).

FST TM: Luke Haas (Hon);

YTH: 1. Jackie Mason (Hon); 2. Tate Pearson (Kaw); 3. Becky Williams (Kaw); 4. Matt Weaver (Kaw); 5. Cody Mason (Yam).

250: 1. Brent Stewart (Yam); 2. Roy Senaldi (Yam); 3. Andy Fortner (Suz); 4. Jackie Mason (Hon); 5. Mark Kirking (Suz).

500: 1. Luke Haas (Hon); 2. Marc Stamm (Hon); 3. Jason Northrup (Hon); 4. Paul Hackbarth (Hon); 5. Andy Fortner (Hon).

OPEN: 1. Harry Denham (H-D); 2. John Hillard (H-D); 3. Larry Lines (H-D); 4. Mark Kirking (H-D).

Northrup fast mudder at Pleasure Riders Hillclimb

By Bud Northrup

CAYUGA, IN, JUNE 9

The Pleasure Riders pulled off a minor miracle to make their soggy, rain-drenched hill ridable but only one rider, Jason Northrup, was able to top the hill in less than four seconds.

The 50cc Automatic class was delayed until the end of the first round, in hopes the hill would dry off enough to give the Micro Minis a decent shot - but the hill didn't cooperate. Mark Matthews picked up his first win of the season by squirming seven feet up the first breaker on his JR50. Kevin Ashley earned the second-place trophy with a 4-1/2-foot effort on his Y-Zinger while Derrick Dailman managed four feet for third place. Randy Williams went 3-1/2 feet for fourth with Alan Petty finishing off the top five with a 3-foot effort.

The 80cc-class riders got farther up the hill, but none actually went over. Jackie Mason extended his perfect season with a 124-foot ride on his CR80, with Mike Sarver riding 82 feet on his KX80 for second. Cody Mason also carded 82 feet, but fell to third place on the tie-breaker run with Sarver. Tate Pearson managed 76 feet for fourth place on his KX80 with Becky Williams filling out the top five with a 64-foot effort on her KX80. All these riders had successfully topped the hill the previous night.

Jason Northrup turned in the first sub-four-second ride in the 500cc class with a first-round run of 3.925 seconds. Although it was a good ride, no one really expected it to hold up all day, or even for the first round, as the history of the hill would have it becoming tacky and fast as the day wore on. But that didn't happen this time - there was just too much water soaked into the hill. If anything, the hill got worse as very few riders were able to improve their times on their second rides. Luke Haas, the fast-time rider from the night before, came closest to Northrup with a 4.158-second first-round ride to claim second place, while Mark Shafer took third with a 4.386-second first-round effort.

Results

AUTO: 1. Mark Matthews (Suz); 2. Kevin Ashley (Yam); 3. Derrick Dallman (Hon); 4. Randy Williams (Yam); 5. Alan Petty (KTM).

200: 1. Mike Goodman Jr. (Kaw); 2. Mark Schroeder (Kaw); 3. James Dallman (Suz); 4. Richard Matthews (Suz); 5. Brent Havercroft (Yam).

400: 1. Marc Stamm (Yam); 2. Paul Hackbarth (Yam); 3. Dougg Campbell (Hus); 4. Scott Havercroft (Suz); 5. Tracy Green (Yam).

750 1. Jason Northrup (Kaw); 2. Scott Petty (Yam); 3. Bob Glenn (KTM).

SR: 1. Bill Ashley (Hon); 2. Roger Hackbarth (Hon); 3. Bob Glenn (KTM); 4. Craig DeHart (Hon).

FST TM: 1. Jason Northrup.

YTH: 1. Jackie Mason (Hon); 2. Mike Sarver (Kaw); 3. Michael Mason (Yam); 4. Tate Pearson (Kaw); 5. Becky Williams (Kaw).

250: 1. Andy Fortner (Suz); 2. Eric Wheelwright (Yam); 3. Jackie Mason (Hon); 4. Vance Lashley (Hon); 5. Roy Senaldi (Yam).

500: 1. Jason Northrup (Hon); 2. Luke Haas (Hon); 3. Mark Shafer (Hon); 4. Eric Wheelwright (Hon); 5. Tim Havercroft (Hon).

OPEN: 1. Mike Kirking (H-D); 2. John Hillard (H-D); 3. Larry Lines (H-D).

Paladino top gun at Chowchilla Stadiumcross

By Tim Quinn

CHOWCHILLA, CA, JUNE 1

Dan Paladino outrode the fastest 125/250cc Pro rider in the AMP/Clawson Motorsports/Mechanix Wear/FMF Stadiumcross series to win the Top Gun Shoot-Out main event.

Paladino jumped out into the lead at the drop of the gate. Down the front straight Scott Davis and Simpson would battle for second. Davis would grab the position with Simpson third, John Cook in fourth and Justin Quinn rounding out the top five. Davis, who was riding a 125, would try to pass Paladino's 250, but Paladino held off the challenge for the first half of the 12-lap main event. John Cook played it cool in third waiting for the two front-runners to make a mistake while in the heat of battle. Davis tired of following Paladino and would wait no longer to make his move. He would pick the finish-line turn to pass Paladino and take over the lead. In the meantime, Cook would go down and both Simpson and Quinn would move by. Both Quinn and Simpson began a heated battle for the third spot. Simpson dropped his Honda in a turn and Quinn would move into third. Simpson quickly remounted and kicked out the stops to repass Quinn. Cook would get back under way in fifth. Davis, smooth as could be, looked as if he would head to the checkered flag but Paladino had other thoughts. The two would pick up a pace that would eventually have them moving in on lapped traffic. Paladino would use the lapped riders to his advantage, passing Davis with two laps to go. Davis tried to repass Paladino but it was to no avail. Paladino would take the win, Davis held onto second with Simpson, Quinn and Cook rounding out the top five.

Results:

TOP GUN: 1. Danny Paladino (Yam); 2. Scott Davis (Kaw); 3. Robert Simpson (Hon). 4. Justin Quinn (Hon); 5. John Cook (Suz).

50 STK BEG: 1. Cody Woods (KTM); 2. Stevie Hall (KTM); 3. Kirtis Batey (KTM); 4. Bobby Fouts (KTM); 5. Greg Fouts (KTM).

50 STK NOV: 1. Corey Pennington (KTM).

P/W 80: 1. Jake Blackwood (Yam).

60 BEG (0-8): 1. Jarred Martens (Kaw).

60 BEG (9-11): 1. Travis Perryman (Kaw).

60 NOV (0-8): 1. Jarred Morrison (Kaw).
60 NOV (9-11): 1. Brett Markarian (Kaw).
80 BEG. 1. Adam Miller (Hon); 2. Clutch Fuller (Hon); 3. Steve Martens (Hon); 4. Skip Norman (Yam); 5. Adam Bacca (Hon).
80 BW: 1. Dan Replogle (Kaw).
80 NOV. 1. Jon Replogle (Suz); 2. Nick Davis (Suz); 3. Robert Harold (Yam); 4. K.C. Rigmaiden (Hon); 5. Mikie Northrop (Suz).
80 INT: 1. Ryan Morais (Yam).
125 BEG: 1. David Klingenbeck (Yam); 2. Bryce Hart (Kaw) 3. David Cox (Hon) 4 Erik Eskelsen (Suz); 5. T-Jay Boyer (Hon).
125 NOV: 1. Craig Truglio (Kaw); 2. Ryan Morais (Yam); 3. Beau Baron (Suz); 4. Keimy Hess (Suz); 5. Danny Omelas (Hon).
125 INT: 1. Hawk White (Yam); 2. Leo Tidwell (Hon); 3. Jeff Northrop (Kaw); 4. Dennis Stapleton (Yam); 5. Cory Morais (Yam).
125 PRO: 1. Scott Davis (Kaw); 2. Robert Simpson (Hon); 3. Justin Quinn (Hon); 4. Jason Chisum (Yam); 5. Keith Mayes (Kaw).
250 BEG: 1. Morgan Burdette (Kaw); 2. Chad Austin (Suz); 3. Jeremy Mills (Hon); 4. Joe Campilli (Hon); 5. Jassen Smith (Suz).
250 NOV: 1. Beau Baron (Suz); 2. Nathan Franz (Yam); 3. Tony Dias (Yam); 4. Todd Espicha (Yam).
250 INT: 1. Cory Morais (Yam); 2. David Duarte (Hon); 3. Kevin Wise (Kaw); 4. Sean Lollar (Kaw); 5. Kevin Hunt (Yam).
250 PRO: 1. Danny Paladino.(Yam); 2. John Cook (Suz); 3. Geoff Woods (Suz); 4. Keith Mayes (Kaw).
MSTR (30+): 1. Tony Basuini (Suz); 2. Glen Brickey (Suz); 3. John Yates (KTM); 4. Alan McGeehee (Hon).
VET BEG: 1. Bub Monaco (Suz); 2. Rick Jewell (Yam); 3. Chris Schlander (Suz); 4. Darrell Burr (Hon); 5. Marty Lankford (Suz).
VET NOV: 1. Chris Cowell (Hon); 2. Rick Jost (Hon); 3. Mike Westrand (Suz); 4. Steve Hall (Kaw); 5. Tim Dunn (Yam).
VET PRO: 1. Greg Pennington (Suz).

Frecker takes AMS Ohio Motocross

By Carl Davis

MCARTHUR, OH, JUNE 2-3

Jason Frecker cleaned house at the AMA sanctioned AMS Ohio Spring Series final two rounds to secure the series championship in the 125A class, plowing through the muddy finale to take the win. Perfect weather had every one pumped up at Saturday's District 11 warm up for Sunday's Ohio State MX Championship, but come Sunday's race the rain came down and made conditions some what miserable. A one moto, winner-take-all format was used because of the steady rain.

Frecker pulled to the front at the start of Sunday's 125Acc moto as the Honda-mounted speedster motored away from the pack unaffected by the mud. Jamin' Jake Davis was holding down second with a steady ride, while Rich Jubak roosted away in third. Scott McMillin was on the gas after a so-so start and moved into third by motos end to finish in that order.

McMillin fared better in 250Acc action but had his work cut out for himself after going down on the opening lap. Jon Schmitz took over the lead with John Davis giving chase in second. Davis was the next to go down with Schmitz slowing down the pace a bit to stay up in a steady drizzle of rain. McMillin was back up and hammering, and moved by Schmitz with a couple laps to go. Davis was also up and on the move trying to catch Schmitz near the end, only to catch an eyeful of mud. McMillin took the win, followed by Schmitz in second and Davis in third.

The old guys showed the young guns how to ride the mud as a good pack of Over 40 riders slithered off the gate. Bill Reiss was the man as he was out front early, holding off Rick Oxley in a battle of survival. Doug Shultz put in a steady ride on his KX125 through the pack to claim third overall.

Results

Saturday

125 PRO: 1. Jason Frecker (Hon); 2. Scott Watkins (Kaw); 3. Scott McMillin (Kaw).
250 PRO: 1. Scott Watkins (Kaw); 2. Scott McMillin (Kaw); 3. Jeremy Wittekind (Suz).
MICRO (4-6): 1. Todd May (LEM); 2. Eric Woods (LEM); 3. Tyler Maxel (KTM).
MICRO (7-8): 1. Tanner Reed (Cob); 2. Jacob Mohney (LEM); 3. Jonathan Dunlap (Cob).
65 (7-11): 1. Chris Whitcraft (Kaw); 2. Mike Willard (Kaw); 3. Chris Robertson (Kaw).
80 (7-11): 1. Chris Whitcraft (Yam); 2. Willy Browning (Yam); 3. Andrew Willard (Hon).
80 (12-15): 1. David Whitcraft (Yam); 2. Joshua Hamilton(Hon); 3. Derek Sturgell (Kaw).
125 SCHBY: 1. Scott Kuchler (Hon); 2. David Whitcraft (Yam); 3. Todd Goodyear (Suz).
125 C: 1. Frank Stevens (Yam); 2. Ray McNown (Suz); 5. Tony Crum (Suz).
125 B: 1. Mark Burkhart (Hon); 2. Bub Thomas (Suz); 2. Brad Snyder (Hon).
250 C: 1. Brook Dixon (Hon); 2. Shannon Thomas (Kaw); 3. Peter Rapol (Kaw).
250 B: 1. Mark Burkhart (Hon); 2. Brad Snyder (Hon); 3. John Vanhorn (Hon).
500: 1. Barry Ogan (KTM); 2. Joey Ford (Hon); 3. Steve Anneshansley (Hon).
16-24: 1. Mark Burkhart (Hon); 2. Chris Kuhn (Kaw); 3. Keith Seeger (Hon).
25+: 1. Mark Roop (Suz); 2. Gerry Bennett (Hon); 3. Bill Reiss (Hon).
30+: 1. Gerry Bennett (Hon); 2. Bill Reiss (Hon); 3. Steve Anneshansley (Hon).
40+: 1. Gerry Bennett (Hon); 2. Bill Reiss (Hon); 3. Larry Shumaker (Hon).
WMN: 1. Jennifer Shultz (Kaw); 2. Tiffany Reed (Hon); 3. Kimberly Leach (Yam).

Sunday

125 PRO: 1. Jason Frecker (Hon); 2. Jake Davis (Hon); 3. Scott McMillin (Kaw).
250 PRO: 1. Scott McMillin (Kaw); 2. Jon Schmitz (Suz); 3. John Davis (Hon).
MICRO (4-6): 1. Todd May (LEM); 2. Devan Weleh (KTM); 3. Haven Holdcroft (KTM).
MICRO (7-8): 1. Zach Ames (KTM); 2. Jacob Mohney (LEM); 3. Tommy Maxel (Cob).
65 (7-11): 1. Chris Whitcraft (Kaw); 2. Mike Willard (Kaw); 3. Chris Robertson (Kaw).
80 (7-11): 1. Chris Whitcraft (Yam); 2. Michael Willard (Hon); 3. Kyle Preston (Kaw).
80 (12-13); 1. Jared Wolfe (Yam); 2. Michael Campbell (Yam); 3. David Whitcraft (Yam).
125 SCHBY: 1. Scott Kuchler (Hon); 2. Shaun Kuchler (Hon); 3. David Whitcraft (Yam).
125 C: 1. Robert Smith (Suz); 2. Evan Brown (Hon); 3. Rod Kellough (Yam).
125 B: 1. Mark Burkhart (Hon); 2. Shane Meadows (Hon); 3. Adam Campbell (Kaw).
250 C: 1. Brook Dixon (Hon); 2. Richard France (Hon); 3. Shannon Thomas (Kaw).
250 B: 1. Kevin Wolfe (Hon), 2. Adam Campbell (Kaw); 3. Greg Hubbs (Hon).
500: 1. Jerry Caldwell (Kaw); 2. Mark Christian (Hon); 3. Barry Ogan (KTM).
16-24: 1. Mark Burkhart (Hon): 2. Chris Kuhn (Kaw); 3. Shane Meadows (Hon).
25+: 1. Gregg Hubbs (Hon); 2. Barry Ogan (KTM); 3. Richard Spangler (Kaw).
30+: 1. Jon Schmitz (Suz); 2. Brad Berry (Yam); 3. Mark Christian (Hon).
40+: 1. Bill Reiss (Hon); 2. Rick Oxley (Hon); 3. Doug Shultz (Kaw).
WMN: 1. Jennifer Shultz (Kaw); 2. Crystal Williamson (Kaw); 3. Sarah Klamfoth (Hon).

Walker wails at Road Atlanta Motocross

By Gary Crider

BRASELTON, GA, JUNE 1

Kevin Walker came out on top of both the 125cc and 250cc A divisions at Road Atlanta MX after crowd-thrilling opening motos in which the closely matched trio of Walker, Jim Chester and Robbie Horton took turns at the front.

Horton won the opening 250cc A moto after passing both Chester and Walker during the early laps, but Walker finished first in the remaining three motos and claimed both class wins. Chester earned runner-up honors in both classes, and Horton's older brother, Richie Horton, was third in the 125cc class and fourth in 250cc action.

In the hard-fought Over 25 B/C class, Chris McDonald emerged the overall winner via his 3-3 finishes. McDonald's win advanced him from third position to first in the series point standings, and he returned to win both motos in Over 30 B/C racing.

John Mercer edged series leader Allen Rucker into a tied score in the 250cc D contest, but Rucker came back to win the 125cc D class after notching a pair of first-place finishes.

The 50cc (7-8) contest went down to the wire as Logan Bell and Bradley Wright matched wheels on the final lap of moto two in a winner-take-all effort. Series leader Bell got the nod in a very close finish and claimed the overall honors.

Results:

VINT: 1. David Keith (Suz); 2. Bernard Oresti (Mai); 3. Randy Tomlinson (Bul); 4. Chuck Peavy (Hus); 5. Hal Jarvis (Hon).
50 (4-6): 1. Daniel Lyautey (LEM); 2. Jordan Pittman (KTM); 3. Parker Jarrard (KTM); 4. Ethan Podgurski (KTM); 5. Doug Buchanan (Yam).
50 (7-8): 1. Logan Bell (Cob); 2. Bradley Wright (Cob); 3. J.J. Maleske (LEM); 4. Andy O'Rielly (LEM); 5. Blake Mercer (LEM).
60: 1. Leah Cantrell (Kaw); 2. Jase Lewis (Kaw); 3. Josh Davis (Kaw); 4. Brannan Woodard (Kaw); 5. Andrew Bourne (Kaw).
80 D: 1. Josh Davis (Kaw); 2. Jonathan Jarrard (Kaw); 3. Chris Brown (Hon); 4. Josh Mulligan (Yam); 5. Kevin Chisolm (Suz).
JR MINI: 1. Michael Sisemore (Suz); 2. Jacob Saylor (Kaw); 3. Josh Davis (Kaw); 4. Josh Mulligan (Yam); 5. Chris Jones (Hon).
SR MINI: 1. Aaron Lindsey (Kaw); 2. Chad Albritton (Hon); 3. Casey Bullington (Yam); 4. Robert Chambers (Hon); 5. Cody Watford (Suz).
S/MINI: 1. Aaron Lindsey (Kaw); 2. Chad Albritton (Hon); 3. Casey Bullington (Yam); 4. Cody Watford (Suz); 5. Michael Sisemore (Suz).
YTH: 1. Aaron Lindsey (Kaw); 2. Josh Whitmire (Suz); 3. Chad Albritton (Hon); 4. Jake Hamlin (Suz); 5. Josh Gary (Kaw).
125 D: 1. Allen Rucker (Kaw); 2. Greg Armour (Kaw); 3. Westin Lee (Suz); 4. Robert Chambers (Hon); 5. Trevor Hudson (Hon).
250 D: 1. John Mercer (Hon); 2. Allen Rucker (Kaw); 3. Bobby Webber (Hon); 4. Greg Armour (Kaw); 5. Jeff Mobley (KTM).
125 C: 1. Jake Hamlin (Suz); 2. Randy Westfall (Suz); 3. Paul Bellanca (Hon); 4. Mark Jugel (Hon); 5. Nick Pippinm (Kaw).
250 C: 1. John Carpenter (Yam); 2. Rusty Bufford (Hon); 3. Robert Smith (Hon); 4. Keith Rider (Kaw); 5. Lee Jones (Suz).
125 B: 1. Shae Bentley (Kaw); 2. Jason Thompson (Kaw); 3. Josh Whitmire (Suz); 4. Paul Firnschild (Suz); 5. Paul Cash (Kaw).
250 B: 1. Shane McElwaner (Hon); 2. Eric Elam (Kaw); 3. Josh Morgan (Kaw); 4. Ronnie Frazier (Kaw); 5. Mark Butler (Hon).
U/L AM: 1. Shae Bentley (Kaw); 2. Josh Morgan (Kaw); 3. Greg Lassiter (Yam); 4. Shane McElwaner (Hon); 5. Mark Palmisano (Hon).
25+ B/C: 1. Chris McDonald (Yam); 2. John Carpenter (Yam); 3. Wayne DeVan (Kaw); 4. Steve Saunders (Hon); 5. Tony Lee (Yam).
25+ A: 1. Ross Johnston (Hon); 2. Jonathan McClellan (Hon); 3. Davy Dupree (Kaw); 4. Jon Krieger (Kaw); 5. Duke Reese (Hon).
30+ B/C: 1. Chris McDonald (Yam); 2. Tony Lee (Yam); 3. Steve Saunders (Hon); 4. Carl McEver (Hon); 5. Greg Tysor (Hon).
35+: 1. Greg Lassiter (Yam); 2. Steve Horvath (Suz); 3. Paul Bellanca (Hon); 4. Jim Creasy (Hon); 5. Arthur Spencer (KTM).
40+: 1. Kenny Hall (Hon); 2. Dale Deaton (KTM); 3. Randy Tomlinson (Hon); 4. Steve Corlee (Hon); 5. Bernard Oresti (KTM).
125 A: 1. Kevin Walker (Yam); 2. Jim Chester (Suz); 3. Richie Horton (Kaw); 4. Andre Pene (Suz); 5. Jason Sybert (Suz).
250A: 1. Kevin Walker (Yam); 2. Jim Chester (Suz); 3. Christopher Bailey (Hon); 4. Richie Horton (Kaw); 5. Ross Johnston (Hon).
OPEN AM: 1. Roger Iwerks (Hon); 2. Russell Powell (Hon); 3. Johnny Corn (Hon); 4. Brad Powell; 5. David Combs (Hon).
25+ OPEN: 1. Braxton Bragg (Hon); 2. Jery Reddix (Hon); 3. Lane Coile (Hon); 4. Marion Astin (Hon); 5. Norris Quinn (Hon).
OPEN PRO: 1. Brian Kinney (Hon); 2. Jerry Reddix (Hon); 3. Braxton Bragg (Hon); 4. Lane Coile (Hon); 5. James Voyles.

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Sat., July 13	Las Banos, CA - Round 5	(Night Race)
Sat., July 20	Las Banos, CA - Round 6	(Night Race)

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Wed., June 26	GFI Wednesday Practice (3-8p.m.)	Perris
Sat., June 29	No racing or riding in support of Mammoth MX	
Wed., July 3	GFI Wednesday Practice (3-8p.m.)	Perris
Sat., July 6	GFI Youth World Nat'l Championships*	Perris

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
6/29 Assen, Holland, Rnd 7
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
6/30 Brno, Czech Republic, Rnd 5
7/21 Laguna Seca, USA, Rnd 6
8/4 Brands Hatch, England, Rnd 7
8/18 Sentul, Indonesia, Rnd 8
8/25 Sugo, Japan, Rnd 9
9/8 Assen, Holland, Rnd 10
10/6 Albaceta, Spain, Rnd 11
10/27 Phillip Island, Australia, Rnd 12

World Endurance Road Race Series
7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series
7/7 Nismes, Belgium, Rnd 9
7/14 Maribor, Slovenia, Rnd 10
7/28 Jinin, Czech Republic, Rnd 11
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series
7/14 Belo Horizonte, Brazil, Rnd 9
7/28 Borgo Magg., San Marino., Rnd 11
8/4 Iffendic, France, Rnd 12
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Switz., Rnd 14

World C'ship 500cc MX Series
6/30 Kramolin, Czech Republic, Rnd 7
7/21 Ballykelly, Ireland, Rnd 8
8/4 Namur, Belgium, Rnd 9
8/11 Folkendange, Lux., Rnd 10
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World C'ship Trials Series
7/13-14 Germany, Rnd 8
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Championship Individual Speedway Series
7/1 Pocking, Germany, Rnd 3
8/10 Linkoeping, Sweden, Rnd 4
8/31 London, England, Rnd 5
9/21 Vojens, Denmark, Rnd 6

International Six Day Enduro
8/12-17 Hameenlinna, Finland

World Sidecar Cross Grand Prix
7/14 Rijkevorsel, Belgium
8/18 Kegums, Latvia
8/25 Mill, Holland
9/22 Strassbessenbach, Germany
9/29 Rothenthurm, Switzerland

Motocross des Nations
9/15 Jerez, Spain

Trials des Nations
8/31-9/1 Kinner, Sweden

AMA Grand Nat'l C'ship Series
6/29 Lima, OH, Rnd 8
7/6 Lake Odessa, MI, Rnd 9
7/14 Du Quoin, IL, Rnd 10
7/20 East Moline, IL, Rnd 11
7/27 Oklahoma City, OK, Rnd 12
8/4 Peoria, IL, Rnd 13
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/24 Hagerstown, MD, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IA, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
7/6 Lake Odessa, MI, Rnd 6
7/14 Du Quoin, IL, Rnd 7
8/10 Lincoln, NE, Rnd 8
8/24 Hagerstown, MD, Rnd 9
9/1 Springfield, IL, Rnd 10
9/8 Syracuse, NY, Rnd 11
9/21 Knoxville, IA, Rnd 12
9/28 Sacramento, CA, Rnd 13
10/5 Pomona, CA, Rnd 14
10/13 Del Mar, CA, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
7/7 Buchanan, MI, Rnd 7
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Four-Stroke Motocross Series
7/20-21 Boise, ID, Rnd 7
8/18 Washougal, WA, Rnd 8
9/1 Grand Junction, CO, Rnd 9

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5
10/20 Blountville, TN, Rnd 6

AMA Superbike National Championship Series
7/12-14 Brainerd, MN, Rnd 8
8/23-25 Sonoma, CA, Rnd 9
10/4-6 Las Vegas, NV, Rnd 11

North American Sport Bike Series
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series
9/8 Canton, IL, Rnd 6
9/15 London, KY, Rnd 7
10/13 Bellingham, WA, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Hare Scrambles Series
6/30 Berkshire, NY, Rnd 5
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA/North Eastern Cross Country Series
* 6/30 Derkshire, NY
7/7 Owasco, NY
7/14 Little Falls, NY
7/28 Little Genesee, NY
8/11 Rew, PA
9/1 Little Falls, NY
9/22 Martinsburgh, NY
10/13 South Edmonsten, NY
*AMA National HS
Info 716/581-1455

AMA National Championship Hare & Hound Series
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-8/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/12-13 McArthur, OH
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA National Championship Hillclimb Series
8/10 Haydenville, OH, Rnd 6
8/18 Monson, MA, Rnd 7
9/8 Freemansburg, PA, Rnd 8
9/15 Middlebury, IN, Rnd 9
9/29 Jefferson, PA, Rnd 10
10/13 Oregonia, OH, Rnd 11
Info 614/984-2297

Wiseco/Yamaha/Answer/Dunlop/Acerbis/Braking Grand National Cross Country Series
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

SCORE Desert Championship Series
10/8-10 Baja Calif., Mexico
Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series
6/29-30 Mount Olive, IL, Rnds 2 & 3
7/6-7 Jasper, TN, Rnds 4 & 5
8/10-11 Donner, CA, Rnds 6 & 7
9/1 Kansas City, MO, Rnd 8
9/21-22 Omaha, NE, Rnd 9

Championship Cup Series
Florida Region
7/14 Homestead, FL
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/1 Homestead, FL

Great Lakes Region
7/6-7 Grattan, MI
7/27-28 Mount Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
7/13-14 Topeka, KS
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
6/29-30 Bloomingdale, GA
7/20-21 Talladega, AL
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series
South Central Region
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
7/6-7 Mount Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN

Northeast Region
6/29-30 Garrettsville, OH
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

WERA National Challenge Series
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA National Endurance Series
7/13 Clermont, IN, Rnd 6
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
6/29 Garrettsville, OH, Rnd 16
* 7/6 Mount Meridian, IN, Rnd 17
7/7 Henderson, TX, Rnd 18
7/27 Garretsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
* double point race
Info 407/831-7736

AHRMA Historic Cup Series
7/19-21 Lexington, OH
8/9-11 South Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/ BEARS Series
7/19-21 Lexington, OH
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
6/29 Peoria, IL
7/7 Carlsbad, CA
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
6/30 Peoria, IL
7/13 Donner, CA
7/21 Lexington, OH
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
6/28 Peoria, IL
6/30 Peoria, IL
7/27 Weedsport, NY
8/10 Hartford, MI
9/11 Hayden, CO
Info 715/842-9699

AHRMA Midwest Regional MX Series
6/29 Peoria, IL
7/14 Mitchell, IN
7/20 Lesington, OH
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional MX Series
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

AHRMA Western Regional Dirt Track Series
7/14 Brentwood, CA, Rnd 6
7/19 Quincy, CA, Rnd 7
8/18 Hollister, CA, Rnd 8
10/10 Del Mar, CA, Rnd 9
10/11 Ramona, CA, Rnd 10
10/26-27 Tulare, CA, Rnds 11 & 12
Info 818/992-5343

NETRA Championship Enduro Series
7/21 Oxford, MA
8/11 Granville, MA
9/8 Windsor, MA
9/29 Wretham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series
6/30 Chelsea, VT
7/7 Union, CT
7/14 Windsor, MA
7/28 E. Hampton, CT
8/4 Searsport, ME
8/18 Union, CT
8/25 Cheshire, MA
9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series
7/20-21 Adams, MA
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series
7/6 Union, CT
8/3 Searsport, ME
8/10 Granville, MA
8/17 Union, CT
8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonent, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series
6/30 Goodman, MS
8/11 Breezy Hill, LA
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series
9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series
6/29-30 Cambridge, MN
7/5 Lake Odessa, MI
7/13 Rapid City, SD
7/14 Casper, WY
7/26 Norton, KS
7/28 Oklahoma City, OK
8/10 Sturgis, SD
8/12-13 Stockton, KS
8/31 Erie, CO
9/1 Hugo, CO
9/7 Columbus Junction, IA
9/14 Lexington, OK
10/12 Del Mar, CA
10/14 Del Mar, CA
Info 918/836-6999

Black Jack Enduro Circuit
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC Championship Enduro Circuit
7/14 Rand, CO
8/4 Woodland Park, CO
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
7/13 Fallen, NV
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
9/21 Montreal, Quebec
Info 416/363-9035

EARA Atlantic Cup Series
7/7 Hampton, VA
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Hampton, VA
11/3 Hampton, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 011-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
6/29-30 Sacramento, CA
7/13-14 Sacramento, CA
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
7/14 Palomar, CA
8/4 Riverside, CA
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
6/30 Colorado Springs, CO
7/14 Berthound, CO
7/28 Aurora, CO
8/4 Berthound, CO
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado National SX Series
7/20 Colorado Springs, CO
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA/District 37 Grand Prix Series
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

AMA/U.S. Women's MX League Outdoor Championship Series
7/20-21 Unadilla, NY
8/17 Washougal, WA
8/31-9/1 Steel City, PA

Mid-Atlantic Vintage Trials Series
8/10 Toronto, OH
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/775-7209

FTA Trials Championship Series
6/30 Crooms, FL

Yamaha Sunshine State Championship MX Series
6/30 Ona, FL
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet Championship Series
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C Dealers Series
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series
7/13 Sterling, KS
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series
6/29 Newton, KS
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
7/7 Hillsboro, KS
8/11 Sterling, KS
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS

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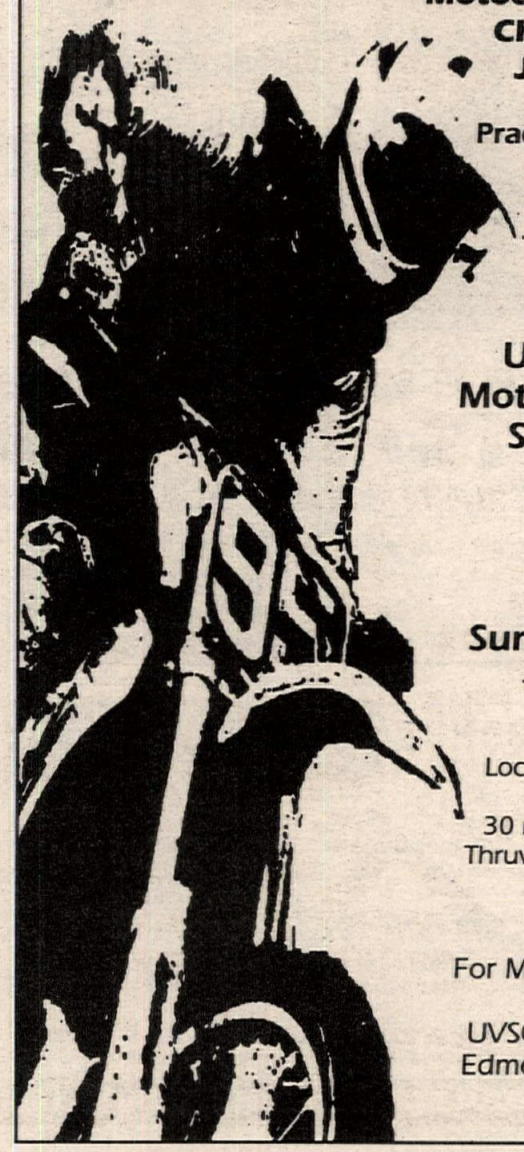

FORD
The Ford 125cc/250cc AMA Pro Motocross National Championships
July 21, 1996
Practice/Qualifying 9AM
Racing 1PM rain-or-shine
Plus
U.S. Women's Motocross Team Support Race
July 20th & 21st
Plus
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STARWEST SUPERCROSS PARK
(909) 943-4535
(909) 657-8845
SATURDAY NIGHT RACING
Practice 5:00 pm Race 6:00 pm
Race classes for all levels.
Sat., June 29th Super 6 Contingency #5
Sat., July 6th Super 6 Contingency #6
Sat., July 13th No Practice
Tues., July 16th No Practice
SEPARATE PEE WEE TRACK
Located 3 Miles East of 215 Freeway
On Ramona Expressway at the Lake Perris Fairgrounds
Open Riding Practice
Tuesday & Thursday Nights
Motorcycle Only!
4:30 pm - 9:30 pm
New! Wednesday Nights Minis Only! 4:30 pm - 9:30 pm
Saturday Mornings
All Bikes
9:00 am - 2:00 pm
Sessions for Minis!
Pee Wee Track Always Open!

GFI RACING
GFI (909) 653-4042
GFI Wednesday Practices
3:00 P.M.-8:00 P.M.
GFI/TEAM GREEN YOUTH WORLD CHAMPIONSHIPS
Saturday MX July 6 - Sunday SX July 7 • Kawasaki Contingency

CRC California Race Schedule
100% PRO PAYBACK
Sat., June 29 CRC MX- Night Race L.A.C.R.
Sat., July 6 CRC MX- Night Race L.A.C.R.
Sat., July 13 CRC MX- Night Race L.A.C.R.
Wednesday & Friday Practice 4p.m. 9p.m.
Saturday Races Gates Open 3:00p.m. • Practice 4:00p.m. • Race 5:00p.m.
CRC Info (805) 272-8889

GLEN HELEN
MOTOCROSS PRACTICE EVERY THURSDAY 8:00AM Till DUSK
MOTOCROSS PRACTICE MOST SATURDAYS 8:00AM Till 2:00 PM
CALL 24 HOURS FOR RACE & PRACTICE INFO:
(909) 880-3090
Sun., June 30th Short Course Off-Road Series
No MX Practice
Sun., July 7th Yamaha Dealer Series - Round #4
Sun., July 14th Yamaha Dealer Series - Round #5
AMA California State MX C'ship Oct. 19th& 20th
AMA So. Qualifier Sept. 22nd Glen Helen Raceway

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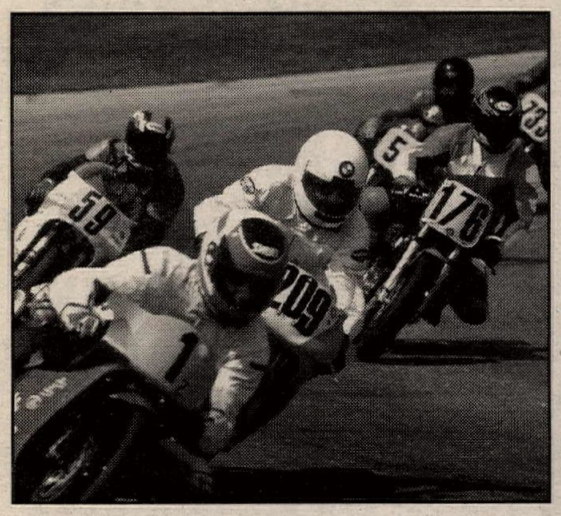
AMP Motowest Racing Ent. AMP
Sun., June 30
NMA Qualifier – Nor-Cal Region
Hollister Hills, CA
(408) 238-8208 (415) 587-8678

MID-OHIO SPORTS CAR COURSE

LEXINGTON, OHIO



Call **1-800-MID-OHIO** or 419-884-4000 for **AMA Vintage Motorcycle Days** tickets and **614-891-2425** for event information.

Children 12 and under admitted **FREE!**
10% discount on tickets ordered by July 12.

Vintage 1996 MOTORCYCLE DAYS
MID-OHIO SPORTS CAR COURSE

JULY 19-21

AHRMA Vintage Races
Antique and Classic Motorcycle Auction
Motorcycle Show
Swap Meet
BMW Battle of the Legends
Motocross
Demo Rides

http://www.midohio.com

AHRMA Vintage Iron National Motocross Series: Round 11

NATIONAL VINTAGE MX

Sat. & Sun., July 6 & 7, 1996 Carlsbad Raceway, CA

Saturday: Grand Prix Vintage & Bomber 4.2-mile GP course. Swap meet & BBQ
No AMA membership required
No pre-entry required for Saturday's Grand Prix
Sunday: Motocross AHRMA National MX & Legends race on Carlsbad GP track
Camping Saturday night only
Gates close at 7:00 p.m.

AHRMA Info:
Days (619) 744-8052
Eves (619) 598-8374

A Vintage-Only motocross on Sunday with Legends Race

AHRMA-Legal Bikes Only
- Machines 1974 & Older

Come see Marty Smith, Tommy Croft, Rex Staten, DeWayne Jones, and many more.

Requirements
- AMA membership
- AHRMA membership
- Black numbers on white number plates

Mail Pre-entry DEADLINE: June 29 For Sunday MX Only
Use standard AHRMA form or call (715) 842-9699 to get forms

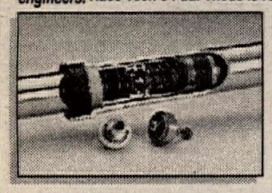
Mail Pre-entries to:
AHRMA Entires, P.O. BOX 882, Wausau, WI 54402-0882
FAX Entries: Charged to Visa/Matercard (715) 842-9545
Pre-entry fees: 1st class $30 • 2nd class $15
Post-entry: $60
Gate fee:$10 - Kids under 10 FREE

FREE event T-shirt to double day racers!

Gates Open 7:00 a.m. • Practice 8:30 a.m. • Race 10:00 a.m.

Paul Thede's **Technical Edge Suspension Seminar**

Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice.



Subjects Covered: Dirt & Pavement
- ▲ Suspension Theory & Tuning
- ▲ Springs, Fluids & Valving Theory
- ▲ Hydraulics & Damping Curves
- ▲ Shop Training

(You'll receive a suspension manual and certificate of completion)

Limited seating available!

Basic 3-Day Seminar **$595.00** **Shilo Inn Hilltop, Pomona, CA**
September 7,8,9 ($100 off early enrollment closes August 7)

Advanced 2-Day Seminar **$595.00** October 26,27 ($100 off early enrollment closes September 26)

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CYCLE NEWS

OVER ½ HILL GANG
Sunday, July 14 L.A. County Raceway
Saturday, July 27 Starwest
(Practice 5:00 pm • Race 6:00 pm)
The Ultimate 30+ Vet MX Club Info: (310) 864-6875

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Full Prep Every Open Day
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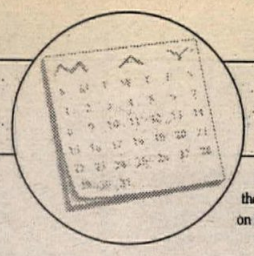
P.O. Box 46
NORWALK, CA 90650
National Motosport Association



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

NMA Grand National Championship Qualifiers Series

Western 2
6/30 Hollister, CA
Arizona
6/29 Phoenix, AZ
Cimarron
6/30 Welch, OK
Midwest
6/30 Salem, IL
Northcentral
6/29 Rochester, IN
6/30 Rochester, IN
Northwest
6/29 Port Angeles, WA
Rocky Mountain
6/30 Colorado Springs, CO
Viking
6/30 Staples, MN
Georgia/Florida
TBA
Tennessee
6/29 I-40, TN

NMA Ponca City Grand National C'ships
7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA National MX Finals
10/4-6 Branson, MO
Info 909/657-6834

AMA MX Mega Series
6/30 Dalton, GA
7/13-14 Blountville, TN
7/21 Wytheville, VA
9/1 London, KY
9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
6/30 Fort Worth, TX
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
7/6-7 Caliente, NV
8/4 Ely, NV
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

WSMC Road Race Series
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
6/29-30 Duncan, Canada
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
6/29 Mammoth Lakes, CA
7/20-21 Sequoia N.F., CA
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/17 Riverside, CA
* 11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
* National Trail Ride Series event
Info 818/249-2141

Rocky Mountain Dual Sport Series
7/19-21 Buena Vista, CO
8/8-10 Sturgis, SD
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West National Motocross Series
6/29-30 Logan, UT
7/13-14 Rupert, ID
7/27-28 Pocatello, ID
8/10-11 Rock Springs, WY
8/31-9/1 Logan, UT
Info 801/972-5074

Championship Enduro Series
7/7 Hobbie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

Championship Hare Scrambles Series
6/30 Berkshire, NY
8/11 Good Springs, PA
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association
7/28 Exeter, RI
9/15 Exeter, RI
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

Southeastern Trials Riders Association Championship Series
7/6-7 Jasper, TN
8/31-9/1 Monroe, GA
9/28-29 Cumming, GA
10/26-27 Jasper, TN
11/16-17 Jasper, TN
Info 770/928-4872

Hammerhead Grand Championship Series
7/7 Dillwyn, VA
7/14 Axton, VA
7/21 East Bend, NC
7/28 Danville, VA
8/18 Wytheville, VA
8/25 Danville, VA

US Eastern Pro-Am Motocross Fall Series
9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series
7/14 Danville, VA
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Spring Serie
6/30 Southwick, MA
7/6 Greene, ME
7/7 Greene, ME
7/14 Southwick, MA
7/21 Middleboro, MA
Info 413/772-0685

NESC Motocross Fall Series
7/21 Middleboro, MA
7/28 Southwick, MA
8/4 Middleboro, MA
8/10 Southwick, MA
8/11 Southwick, MA
8/18 Central Village, CT
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing Association
6/30 Denver, CO
7/14 Mead, CO
7/20 Mead, CO
8/4 Peublo, CO
8/11 Mead, CO
8/25 Denver, CO
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

Over the Hill Gang
9/14-15 Hollister, CA
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

Vintage Iron Evolution of Motocross Series
7/TBA Washougal, WA
8/10 Southwick, MA
9/16 Craig, CO
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 LasVegas, NV

Metropolitan Sports Committee Spring Series
6/30 Modena, NY
7/7 Monticello, NY
7/14 Modena, NY

Metropolitan Sports Committee Fall Series
7/28 Modena, NY
8/4 Claverack, NY
8/11 Monticello, NY
8/18 Modena, NY
9/1 Modena, NY
9/8 Modena, NY
9/15 Claverack, NY
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI at Night
* 7/13 Perris, CA
7/20 Perris, CA
* 7/27 Perris, CA
8/3 Perris, CA
8/10 Perris, CA
* 8/17 Perris, CA
8/24 Perris, CA
* ** 8/31 Perris, CA
* Yamaha & ** Kawasaki Contingency Available
Info 909/653-4042

GFI Fall Series North
9/1 Los Banos, CA, Rnd 1
9/8 Madera, CA, Rnd 2
9/15 Madera, CA, Rnd 3
9/29 Los Banos, CA, Rnd 4

GFI Fall Series South
9/8 Perris, CA
* 9/15 Perris, CA
* 9/29 Perris, CA
* 10/6 Perris, CA
* 10/27 Perris, CA
* Honda, Kawasaki, Suzuki & Yamaha Contigency Available
Info 909/653-4042

GFI/Team Green Youth World Championships
* 7/6 Perris, CA
* 7/7 Perris, CA
* Kawasaki contingency available

Northeast MX Classic Series
6/30 Englishtown, NJ, Rnd 4
7/28 Walden, NY, Rnd 5
TBA Rnd 6

Roadracing Association of Motocycles Championship Series
7/7 Coos Bay, OR
8/4 Coos Bay, OR
8/18 Coos Bay, OR
9/8 Coos Bay, OR
10/13 Coos Bay, OR
Info 541/269-2474

Competition Riders of America Fall MX Series
9/1 Ohio International, OH
9/8 Western Reserve, OH
9/15 Malvern, OH
10/13 Spring Valley, OH
10/20 Pymatuning, OH
10/27 Amherst, OH

Competition Riders of America Vintage MX Series
6/30 Spring Valley, OH
7/14 Pymatuning, OH
7/21 Amherst, OH
8/22 Lake County Fair, OH
9/22 Ohio International, OH

Competition Riders of America Buckeye Hare Scramble Series
7/14 Lightning, OH
8/11 Big Valley, OH
9/15 Broken Spokes, OH
10/27 Malvern, OH
11/3 Spring Valley, OH

Moto Sports of America Flat Track Series
6/28-29 Kalispell, MT
6/30 Cedar Rapids, IA
7/14 Casper, WY
8/3 Afton, WY
8/21 Douglas, WY

KTM/Team Dual Dogs California Dual Sport Series
7/7-12 Redding, CA
10/13 Glen Helen, CA
12/15 Ontario, CA
Info 818/886-7194

ASM Canada Cup Superbike Series
6/29-30 Ontario, Canada
7/6-7 Quebec, Canada
7/20-21 Nova Scotia, Canada
8/31-9/1 Quebec, Canada

Quebec/Ontario ASM Championship
6/29-30 Ontario, Canada
8/24-25 Quebec, Canada
8/31-9/1 Quebec, Canada
10/14 Ontario, Canada

ASM Endurance
9/21 Quebec, Canada
10/14 Ontario, Canada

Eastern Championship Enduro Series
7/7 New Straitsville, OH
8/13 Roselawn, IN
9/1 Clinton, SC
9/15 London, KY
10/13 Princeton, KY

Sunstar Sprockets Spring Classic MX Nationals
Final Showdown
Info 714/367-1141

FMF Pac-West MX Nationals
6/29 Port Angeles, WA
6/30 Port Angeles, WA
Info 714/367-1141

CMC Trans-Cal MX Nationals
South
9/22 Gorman, CA
10/6 Victorville, CA
10/20 Ramona, CA
North
9/14 Anderson, CA
9/29 Carson City, NV
10/13 Marysville, CA
10/27 Chico, CA
Pac-Northwest
8/25 Albany, OR
9/15 Eugene, OR
9/29 Albany, OR
Final Showdown
11/9-10 Gorman, CA
Info 714/367-1141

ECEA Hare Scrambles
6/30 Speedsville, NY
7/30 Easter, PA
9/29 GMER, MD
10/6 HMDR, PA
10/13 South Jersey, NJ
10/20 South Jersey, NJ
12/1 Meteor M.C., NJ

ECEA Enduro
7/7 Hobie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grove, NJ

EEA Eastern Championship Enduro Series
7/7 New Straitsville, OH, Rnd 4
8/11 Roselawn, IN, Rnd 5
9/1 Clinton, SC, Rnd 6
9/15 London, KY, Rnd 7
10/13 Princeton, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9
11/3 Maplesville, AL, Rnd 10
Info 706/376-5232

Daniels Ridge Supercross
7/6 Taylorsville, NC
7/27 Taylorsville, NC
8/3 Taylorsville, NC
8/17 Taylorsville, NC
8/31 Taylorsville, NC
9/14 Taylorsville, NC
9/28 Taylorsville, NC

Northwest Motorcycle Association Enduro Series
7/6 Capiol Forest, WA
9/22 Capiol Forest, WA
9/28 Walker Valley, WA
10/13 Bellingham, WA
11/17 Tahuya, WA

Northwest Motorcycle Association Off-Road Series
8/4 Hannigan, WA
9/7 TBA
10/6 Rimrock, OR
10/27 Shelton, WA
10/20 Thurston Co. ORV, WA
11/3 Sir, WA

Manitoba Roadracing Association Endurance
7/13 Manitoba, Canada
10/5 Manitoba, Canada
Info 204/775-9473

Manitoba Roadracing Association Sprint Races
7/14 Manitoba, Canada
9/7 Manitoba, Canada
9/8 Manitoba, Canada
10/6 Manitoba, Canada
Info 204/775-9473

AMA/District 10 Hare Scramble Championship Series
7/14 Bedford, KY
8/11 Owenton, KY
9/15 Bedford, KY
Lone Star MX Spring Series
6/30 Tyler, TX
Info 903/882-4215

California Dirt Track Championship Series
6/28 Madera, CA
7/12 Madera, CA
7/19 Madera, CA
7/26 Madera, CA
8/2 Madera, CA
8/9 Madera, CA
8/16 Madera, CA
Info 209/661-0706

Mid South Championship Summer Hare Scrambles Series
7/14 Saddleback East, KY
9/8 Summertown, TN
9/22 Box Hollow, TN
Info 615/859-0873

Northeast Professional Flat Track Championship
7/27 Trois Rivieres, Canada
8/23 Middletown, NY
8/24 Stafford, CT
8/30 Quebec City, Canada
9/7 Weedsport, NY

Rocky Top USA Motocross Racing Series
6/29-30, Oklahoma, OK
7/20-21 Oklahoma, OK
8/18 Oklahoma, OK
9/1-2 Oklahoma, OK
9/14 Oklahoma, OK
9/28-29 Oklahoma, OK
10/12 Oklahoma, OK
10/26-27 Oklahoma, OK
11/9 Oklahoma, OK
Info 405/677-3333

Western New York Sports Committee
6/30 Batavia, NY
* 7/7 Silver Springs, NY
* 7/14 Palmyra, NY
7/21 Silver Springs, NY
7/28 Hunt, NY
* 8/4 Batavia, NY
* 8/11 Hunt, NY
8/18 Auburn, NY
9/1 Hunt, NY
9/8 Auburn, NY
9/15 Batavia, NY
9/22 Palmyra, NY
9/29 Silver Springs, NY
10/6 Silver Springs, NY
10/13 Palmyra, NY
10/20 Hunt, NY
10/27 Hunt, NY
* Western New York Challenge Series
Info 315/597-1241

Arkansas Hare Scramble Championship Series
7/7 Springdale, AR
8/25 Durham, AR
9/15 Maynard, AR
10/20 Amity, AR
11/3 Springdale, AR
12/1 Springdale, AR
Info 501/751-5807

Georgia Flat Track League
7/6 Lawrenceville, GA
8/17 Lawrenceville, GA
9/14 Lawrenceville, GA
9/29 Carnesville, GA
10/13 Carnesville, GA
11/10 Carnesville, GA
12/8 Carnesville, GA
Info 770/962-7888

AMA/Prostar Drag Racing Series
7/12-13 Rockingham, NC, Rnd 6
8/16-18 Indianapolis, IN, Rnd 7
9/6-8 Atco, NJ, Rnd 8
10/5-6 Columbus, OH, Rnd 9
11/7-10 Gainesville, FL, Rnd 10

JUNE

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23	24	25	26	27	28	29
30						

JULY

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28	29	30	31			

AUGUST

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25	26	27	28	29	30	31

* DENOTES PRO PAYBACK

Wed, June 26

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* NEW YORK SUPERCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

* OHIO MOTOCROSS - AMA/American Motorsports, Inc., Pickaway County Fair, Circleville. Info: 614/596-2057.

Thur, June 27

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441

June 28 - 29

ALABAMA MOTOCROSS - Iron Man MX Park, Warrior. Info: 205/663-0963.

MONTANA SHORT TRACK - AMA/Motorsports of America. Kalispell. Info: 800/544-8714.

MARYLAND SHORT TRACK - 1/10 Mile Dirt Short Track, District 7 Amateur and Youth Classes Plus Pro and XR100 (No Knobbies) silencers required, Baltimore County Trail Riders Assoc., & Cockeysville Optimists, Timonium Maryland State Fairgrounds, Maryland. Info: 410/661-6686.

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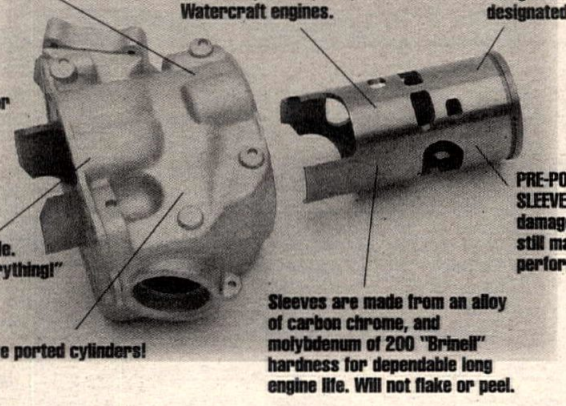

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Race 3	1st - $350	• 2nd - $150	• 3rd - $100	• 4th - $50
Race 4	1st - $350	• 2nd - $150	• 3rd - $100	• 4th - $50
Race 5	1st - $350	• 2nd - $150	• 3rd - $100	• 4th - $50
Race 6	1st - $700	• 2nd - $350	• 3rd - $200	• 4th - $100 • 5th-$50

125 PRO PURSE

Race 1	1st - $200	• 2nd - $100	• 3rd - $50	
Race 2	1st - $1000	• 2nd - $500	• 3rd - $250	• 4th - $150
Race 3	1st - $200	• 2nd - $100	• 3rd - $50	
Race 4	1st - $200	• 2nd - $100	• 3rd - $50	
Race 5	1st - $200	• 2nd - $100	• 3rd - $50	
Race 6	1st - $300	• 2nd - $200	• 3rd - $100	

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Practice at 5-6:30 PM
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Fri, June 28

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

* CALIFORNIA TT MARATHON - Sand Hill Ranch, Brentwood. Info: 510/634-3328.

* KENTUCKY HALF MILE - Paducah Dirt Riders, Carson Park Fairgrounds, Paducah. Info: 502/444-6438.

* MICHIGAN MOTOCROSS - MRA-sanctioned, Milan Cycle City, Milan. Info: 313/439-7735 or 289-2100.

MICHIGAN FLAT TRACK - Auto City Speedway Asphalt Racing Series, 600 Pro, Pro/Am, 250-500cc combined amateur class, Auto City Speedway, Flint. Info: 810/659-0325.

* NORTH CAROLINA MOTOCROSS - Hang Time Moto-X Park, Carthage. Info: 910/947-5340 after 6:00 pm.

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

June 29-30

ILLINOIS MOTOCROSS - AMA/Lincoln Trail Motosports, Loretta Lynn North Central Amateur regional qualifier, Casey. Info: 217/932-2041.

ILLINOIS MOTOCROSS - AMA / Dist. 17, National 2-day Trials. Cahokia Creek Dirt Riders. Mount Olive. info: 217/999-2027

INDIANA QUALIFIER-NMA/National Qualifier, North Central Region, Rochester. Info: 616/554-8071.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

NEW YORK MOTOCROSS - New England Motocross Assoc., vintage included, Claverack. Info: 860/928-2138.

OHIO MOTOCROSS - AMA/Russell Racing, Loretta Lynn Mideast Youth regional qualifier, Millfield. Info: 614/797-2413.

OHIO HARE SCRAMBLE - CRA/ Proffer Promotions,Quads-Sat/ Bikes-Sun., Round 4, Blackcoal Series, Cable Creek, Toronto. Info: 330/538-2220.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

PENNSYLVANIA MOTOCROSS - AMA/Bellco Inc., Loretta Lynn Northeast Amateur regional qualifier, Delmont. Info: 304/594-1157.

* UTAH MOTOCROSS - Wild West Nationals, Rnd 5, Sherwood Hills, Logan. Info: 801/972-5074.

WASHINGTON MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Port Angeles. Info: 310/868-8112

* WISCONSIN MOTOCROSS - AMA/Suzuki Dual State Challenge, Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

* WISCONSIN SHORT TRACKS - AMA, Aztalan Cycle Club Inc., Clubgrounds, Lake Mills. Info: 414/297-9367.

Sat, June 29

* ALABAMA MOTOCROSS - Iron Man MX Park, Warrior. Info: 205/663-0963.

* ARIZONA MOTOCROSS - Cerbat Moto Sport Club, Cerbat Motor Sport Park & KSK, Kingman. Info: 520/757-7438.

ARIZONA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Phoenix. Info: 602/849-1572

* CALIFORNIA SUPER SIX CONTINGENCY - Mountain Motorsports, Starwest Supercross Park. Info: 909/943-4535 or 657-8845.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C. Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - CRC Saturday Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

COLORADO SHORTTRACK & TT- Dirt Karts/QTR Midgets, Denver. Info: 303/286-1813.

* FLORIDA SUPERCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

FLORIDA MOTOCROSS - Sun State Raceway, Ona. Info: 941/776-0303 or 735-1616.

HOLLAND ROAD RACE - World Championship, Assen. Info: 716/266-5063.

* INDIANA 1/2 MILE DIRT TRACK - Pro-Am/Amateur AMA Fast Track Racing-Summer Thunder Series, Porter County Fairgrounds, Valaparaiso. Info: 219/486-7172.

INDIANA MOTOCROSS- Regional qualifier, NMA Ponca City Grand Nationals. Rochester. Info: 616/554-8071.

* KANSAS MOTO/SCRAMBLES - K.O.R.R., Rockin Bar M Ranch, Newton. Info: 316/942-6527.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

* NEW YORK SHORT TRACK - AMA Lembo Lake Park. Modena, 914/427-2248

NEW YORK VINTAGE/MOTOCROSS - NEMA (New England Motocross Assoc.) Along with AHRMA, Claverack Motocross Track, Claverack. Info: 518/828-6149.

NORTH CAROLINA MOTOCROSS - 226 MX/Series Round 9, Honda-Yamaha Statesville, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* OHIO MOTOCROSS - MRA-sanctioned, Delta Raceway, Delta. Info: 313/289-2100 or 419-822-3006.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

VIRGINIA MOTOCROSS ALL CLASSES - Powerline Motocross Playground, Willis. Info: 540/789-7640 or 789-7260.

Sun, June 30

* ALABAMA MOTOCROSS - 125 A-B-C, Kilpatrick Moto-X, Albertville. Info: 205/561-3495.

* CALIFORNIA MOTOCROSS - Motowest Racing/AMP/NMA Ponca City Qualifier, Hollis Hills GP Track, Hollister. Info: 408/238-8208.

COLORADO KART RACES - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, Second Creek, Denver. Info: 303/530-5678.

COLORADO MOTOCROSS - SRAC/M&M, Colorado Springs. Info: 800/242-6581.

COLORADO MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Colorado Springs. Info: 303/922-6964

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.

* FLORIDA MOTOCROSS - Yamaha 1996 SSMX Championship Series/Co-Sponsored by Parts Unlimited, Ona. Info: 941/776-0303 or 735-1616.

GEORGIA MOTOCROSS - AMA/Victory Sports Racing, Mega Series/Georgia State Championship, Lazy River, Dalton. Info: 423/323-5497.

GEORGIA MOTOCROSS - Echeconnee Motocross Club, Macon. Info: 912/788-8227 or 956-5420.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

ILLINOIS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Salem. Info: 309/792-5813.

* ILLINOIS MOTOCROSS - AMA Sanction, Tri-City M/C, Coal Valley. Info: 309/799-9449.

INDIANA MOTOCROSS- Regional qualifier, NMA Ponca City Grand Nationals. Rochester. Info: 616/554-8071.

IOWA HARE SCRAMBLES - Iowa Enduro Riders Association, Castana. Info: 515/795-3440.

* IOWA ASHPHALT SHORT TRACK - AMA/Motorsports of America. All Iowa Fairgrounds, Hawkeye Downs Speedway, Cedar Rapids. Info: 800/544-8714.

* MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Southwick. Info: 413/772-0685.

* NEW JERSEY MOTOCROSS - AMA/Semi-Pro, 4th Annual Northeast Motocross Classic Series, Rnd 4, 11th Annual Suzuki New Jersey State Motocross Championships, Raceway Park, Englishtown. Info: 908/446-7800

NEW YORK MOTOCROSS - NEMA, Claverack Motocross Track, Claverack. Info: 518/828-6149.

MINNESOTA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Staples. Info: 612/451-8401

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series/Suzuki Contingency, Ace Motocross, Modena. Info: 914/463-2093.

NEW YORK HARE SCRAMBLES - AMA/Ithaca Dirt Riders, National Championship Series, Berkshire. Info: 607/657-8248.

* NEW YORK MOTOCROSS - ACE Motocross, Suzuki Bucks, Modena. Info: 914/463-2093.

* NORTH CAROLINA MOTOCROSS - AMA/District 13, Elizabeth City Motocross, Elizabeth City. Info: 804-548-1052.

* NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. NMA Qualifier, Jamestown. Info: 701/343-2094

OKLAHOMA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Welch. Info: 405/733-0341

OREGON POKER RUN - OMRA/Trailsmen, Silver Dollar Poker Run, non-points event, Tillamook. Info: 503/678-2779.

PENNSYLVANIA ROADRACE - Reduc Sportbike Association, Pocono Raceway, Long Pond. Info: 215/413-DUCK.

* TENNESSEE MOTOCROSS - T-N-T MX Park, Milan. Info: 901/987-3029.

* TEXAS MX - Lone Star Spring Series Finale, Omen Prom., Tyler. Info: 903/882-4215.

VERMONT HARE SCRAMBLES - NETRA, Central Vermont, Chelsea. Info: 203/875-5757.

WASHINGTON MOTOCROSS - AMA sanctioned. Washougal Motocross track. Info: 541/673-1671

WASHINGTON POKER RUN - Superdirt 20 Northwest Motorcycle Assn/Cascade M/C, Capitol Forest, McCleary. Info: 206/825-3039 or 206/242-7044.

WASHINGTON DUAL SPORT - Motorsports Unlimited - Team Crutch M/C, Monroe. Info: 360/794-2920 or 206/242-7044.

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Triplecross, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

* WYOMING MOTOCROSS- HPMA/Douglas Motocross Club, Douglas. Info: 307/358-6302.

S/QTR Midgets, Denver. Info: 303/286-1813.

July 2-4

MICHIGAN DIRT TRACK & TT - AMA/I-96 Speedway, Amateur Youth Finals, Tues - Short Track/Wed - TT Scrambles/Thur - 1/2 mile, Ionia. Info: 616/642-6500.

Tues, July 2

CANADIAN/B.C. MOTOCROSS - Night Racing, Mission Raceway Park. Info: 604/533-0233.

July 3-4

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Portland. Info: 503/221-1487.

Wed, July 3

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

OHIO MOTOCROSS - AMA/American Motosports Inc. Washington County Fairgrounds, Marietta. Info: 614/596-2057.

OREGON ROAD RACE - Practice & School, Oregon Motorcycle Roadracing Ass'n. Portland Int'l Raceway. Info: 503/221-1487.

Thur, July 4

* OHIO MOTOCROSS - AMA/American Motosports Inc., Washington County Fairgrounds, Marietta. Info: 614/596-2057.

* OHIO MOTOCROSS - Smith Rd. Raceway, Medina. Info: 216/725-8569.

*OREGON ROAD RACE - OMRRA/Portland International Raceway, Harley Day, Portland. Info: 503/221-1487.

Fri, July 5

* MICHIGAN MOTOCROSS - MRA-sanctioned, Milan Cycle City, Milan. Info: 313/439-7735 or 289-2100.

* OHIO MOTOCROSS - MRA-sanctioned, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

OHIO MOTORCYCLE RACING - Pro/Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

OREGON ROAD RACE - "Harley Day," Oregon Motorcycle Roadracing Ass'n. Portland Int'l Raceway. Info: 503/221-1487.

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

July 5-6

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

IOWA DRAG RACE - AMRA, 1/8 mile, Humboldt County Dragway, Humboldt. Info: 708/250-0838.

July 6-7

IDAHO MOTOCROSS - State Championships, Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

KENTUCKY MOTORCYCLE SUPER-CROSS - Night Races, double points, Hillbilly Raceway, Hatfield. Info: 606/353-4740

MAINE MOTOCROSS - New England Motocross Assoc., Spring Hill, S. Berwick. Info: 860/928-2138.

MAINE MOTOCROSS - N.E.S.C., Greene. Info: 413/772-0685.

MICHIGAN MOTOCROSS - AMA & Dist. 14 Races/Baja Acres Motocross, Vint. Series, Baja Acres. Millington. Info: 517/871-3356.

* MONTANA MOTOCROSS - North Dakota Motorcycle Association. NMA Qualifier, Plentywood. Info: 701/343-2094

NEVADA GRAN PRIX - MRAN/Groundshakers, Caliente. Info: 702/453-0795.

OHIO DUAL SPORT - AMA/Hocking Valley M/C, Dual Sport Trail Ride Series, Logan. Info: 614/863-0427.

TENNESSEE OBSERVED TRIALS - Southeastern Trials Riders Association, Jasper. Info: 423/942-8688.

* TEXAS MOTOCROSS - GNC/19th Annual Goodtime Nat'l, Mosier Valley MX, Mosier Valley. Info: 214/351-9990

Sat, July 6

* CALIFORNIA MOTOCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 4, Las Banos. Info: 209/673-8080.

CALIFORNIA GRAND PRIX - Vintage & Bomber Grand Prix, Carlsbad Raceway, Carlsbad. Info: 619/744-8052 or 619/598-8374.

* CALIFORNIA SUPER SIX CONTIN-GENCY - Mountain Motorsports, Starwest Supercross Park. Info: 909/943-4535 or 657-8845.

CALIFORNIA MOTOCROSS - GFI at Night, GFI Youth World National Championships, Perris Raceway. Info: 909/653-4042.

CALIFORNIA STADIUMCROSS SUM-MER SERIES - AMP Racing/Clawson Motorsports/FMF/Mechanix Wear, Chowchilla Fairgrounds, Chowchilla. Info: 209/541-0860.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CRC Saturday Night Motocross Kwik Oil, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA DIRT FLAT TRACK - San Diego Flat Track Assoc., Barona Speedway, San Diego. Info: 619/277-2743.

CANADIAN/B.C. MOTOCROSS - Fun day. Mission Raceway Park. Info: 604/533-0233.

CONNECTICUT ENDURO - NETRA, Junior Enduro Championship Series, Fire Cracker Jr., Union. Info: 203/875-5757.

FLORIDA MOTOCROSS - Sun State Raceway, Ona. Info: 941/776-0303 or 735-1616.

GEORGIA FLAT TRACKLEAGUE - Race #4, Lawrenceville. Info: 770/962-7888.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

* NEW YORK SUPERCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* OHIO SHORT TRACK - Ohio State Speedway, Scotty Brown International Racing, Canton. Info: 330/837-5694.

*OHIO MOTOCROSS - AMA/American Motosports, Inc., Marion County Fair, Marion. Info: 614/596-2057.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

TEXAS MOTOCROSS - Oso Creek Motocross Club, Oso Creek MX Park. Corpus Christi. Info: 512/364-5539.

WASHINGTON ENDURO - Day & Night Enduros. Northwest Motorcycle Association. Enduro Series/River City M.C./Seat Of The Pants Enduro, Rock Candy Mountain. Info: 206/762-1628.

July 7-17

CALIFORNIA DUAL SPORT - Team Dual Dogs, KTM California Dual Sport Series, Six-Days of Northern California, Redding. Info: 818/701-1913.

Sun, July 7

* ARKANSAS HARE SCRAMBLE - Fort Smith. Info: 501/484-0752.

CALIFORNIA MOTOCROSS - Yamaha Dealer Series - Rnd 4, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA MOTOCROSS - GFI at Night, GFI Youth World National Championships, Perris Raceway. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - AHRMA National Vintage Motocross, Carlsbad Raceway, Carlsbad. Info: 619/744-8052 or 619/598-8374.

CANADIAN/B.C. MOTOCROSS - CMA Race. Mission Raceway Park. Info: 604/533-0233.

COLORADO MOTOCROSS - CGT Super Sports, Alamosa. Info: 719/589-9717 or 719/589-2661.

CONNECTICUT HARE SCRAMBLES - NETRA, Conn. State, Union. Info: 203/875-5757.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Dade City Racway, Dade City. Info: 407/333-2356.

GEORGIA SHORT TRACK - AMA-AHRMA Atlanta Motorcycle Club-Vintage Only, Winder Barrow Raceway, Winder. Info: 770/867-1676.

INDIANA HARE SCRAMBLES - AMA/Dist. 15/Stoney Lonesome M.C., Columbus. Info: 812/342-4411.

* KANSAS MOTOCROSS - K.O.R.R., Hillsboro MX Park, Hillsboro. Info: 316/942-6527.

KENTUCKY MOTOCROSS - Pendleton Co M/C Park, Center Ridge Rd., DeMossville. Info: 606/472-3442.

* KENTUCKY MOTOCROSS - AMA/BEMX, Thorobred Series, Daniel Boone Motocross Park, London. Info: 606/744-8916

* NEW YORK HARE SCRAMBLE - AMA/Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

* NEW YORK MOTOCROSS - CNYMRA/AMA, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series, South Woods Sportsman, Holiday Mtn. Ski Area, Monticello. Info: 914/794-4033.

NEW YORK MOTORCYCLE RACES - Silver Springs. Info: 716/786-5596

NEW YORK SHORT TRACK - AMA/Electric City Riders M.C., Kelly Station Road, Schenectady. Info: 518/374-7979.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 7, Cathey's Creek, Forest City. Info: 423/323-5497.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

OREGON CROSS COUNTRY - OMRA/Lobos M.C. Inc., Tillamook Hare Scrambles, points event, Tillamook. Info: 503/678-2779.

* PENNSYLVANIA MOTOCROSS - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc. Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Reading. Info: 410/273-9035.

* TENNESSEE MOTOCROSS - T-N-T MX Park, Milan. Info: 901/987-3029.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

* VIRGINIA MOTOCROSS - AMA/District 13, Hammerhead Grand Championship Motocross Series, Dillwyn. Info: 804-836-3633.

WASHINGTON MOTOCROSS - AMA sanctioned. Washougal Motocross track. Info: 541/673-1671.

WASHINGTON POKER RUN - Northwest Motorcycle Association./River City M.C., Rock Candy Mountain. Info: 206/922-9163.

* WISCONSIN MOTOCROSS - AMA/Suzuki Dual State Challenge, Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

Tues, July 9

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

* INDIANA 1/2 MILE DIRT TRACK - Spencer County Fairgrounds, Rockport. Info: 812/362-8432.

Wed, July 10

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

July 12-14

PENNSYLVANIA MOTOCROSS - High Point Raceway, Quad MX GNC, Mount Morris. Info: 304/284-0084.

Fri, July 12

*CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPER CROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

* IDAHO MOTOCROSS - Wild West Nationals, Rnd 6, SIRA, Rupert. Info: 801/972-5074.

* MICHIGAN MOTOCROSS - MRA-sanctioned, Milan Cycle City, Milan. Info: 313/439-7735 or 289-2100.

* NEVADA MOTOCROSS - CMC/Michael's Carson Honda, Suzuki & Kawasaki Night & Mom's Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* NORTH CAROLINA MOTOCROSS - Hang Time Moto-X Park, Carthage. Info: 910/947-5340 after 6 pm.

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

July 13-14

* IDAHO WILD WEST NATIONAL MOTOCROSS - SIRA/Wild West Nationals, Rupert Fairgrounds, Rupert. Info: 208/436-7071.

MICHIGAN ROAD RACE - AMA/Great Lakes Road Racing Assoc., Grattan Raceway Park, Grattan. Info: 616/774-9902.

NEBRASKA DRAG RACE - AMRA, Midwest Region, 1/4 mile, Nebraska Motorplex, Scribner. Info: 708/250-0838.

OHIO DRAG RACE - IDBA, National Trail Raceway, Columbus. Info: 205/849-7886.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* OHIO MOTOCROSS - MRA-sanctioned, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

OREGON DUAL SPORT - AMA/N.O.R.A. Inc., Dual Sport Trail Ride Series, Brightwood. Info: 503/591-8005.

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series/Kawasaki Tennessee State Championship, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

UTAH MOTOCROSS - Wild West Nationals, SIRA, Rupert. Info: 801/972-5074.

Sat, July 13

* CALIFORNIA MOTOCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 5, Las Banos. Info: 209/673-8080.

CALIFORNIA SATURDAY NIGHT MOTOCROSS - Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross, Perris Raceway. Info: 909/653-4042.

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Starman Motosport, vintage/beginner, Donner Ski Ranch, Norden. Info: 916/967-0262.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA STADIUMCROSS SUM-MER SERIES - AMP Racing/Clawson Motorsports/FMF/Mechanix Wear, Chowchilla Fairgrounds, Chowchilla. Info: 209/541-0860.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CRC Saturday Night Motocross Nationwide Cycle, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

COLORADO SHORT TRACK & TT - IMI/ Dirt Karts, QTR Midgets, Denver. Info: 303/286-1813.I

* DELAWARE SHORT TRACK - Championship, Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - Sun State Raceway, Ona. Info: 941/776-0303 or 735-1616.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Association, Don Ruhl Farm, Anamosa. Info: 515/277-0212.

* KANSAS HARE SCRAMBLES - K.O.R.R., 2-man/2-hr, Silver City, Sterling. Info: 316/942-6527.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

* LOUISIANA SHORT TRACK AND SPEEDWAY - Rat Pack M.C. and Racing Team, Lake Charles. Info: 318/855-1978 or 328-7162.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

NEW YORK TRIALS - District 4, Oswego. Info: 607/625-5117.

* NEW YORK SHORT TRACK - AMA Lembo Lake Park. Modena, 914/427-2248

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - N.A.M.E. Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492

* OHIO 1/2 MILE DIRT TRACK - Pro-Am/Semi-Pro AMA Fast Track Racing-Summer Thunder Series, Van Wert County Fairgrounds, Van Wert. Info: 219/486-7172.

* PENNSYLVANIA MOTOCROSS - AHRMA/Hurricane Hills Sports Center, Clifford. Info:717/222-9290.

* SOUTH CAROLINA MOTOCROSS NIGHT RACING - Ron Twilley Hardeeville Motocross, Hardeeville. Info: 912/427-9674.

Sun, July 14

* ALABAMA MOTOCROSS - 250cc Beginner, Kilpatrick Moto-X, Albertville. Info: 205/561-3495.

CALIFORNIA DUAL SPORT - AMA-sanctioned, High Sierra Motorcycle Club, Truckee. Info: 916/582-8081 or 582-1472, or 702/831-1279.

CALIFORNIA ENDURANCE RACE - Thunderhill Park, Hayward. Info: 510/537-8208.

CALIFORNIA PAVEMENT HILLCLIMB - AMA/AHRMA, Donner Ski Ranch, Norden. Info: 916/426-3635.

CALIFORNIA MOTOCROSS - Yamaha Dealer Series - Rnd 5, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA ROAD RACE - CMRRA 50cc-125cc Championship, Palomar. Info: 909/674-5357.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Golden State Vintage Motocross Championships, River Ranch Raceway, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CRC/Thousand Oaks Yamaha, first annual Pee Wee National, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, Mountain View, Mead. Info: 303/530-5678.

COLORADO MOTOCROSS - SRAC/RMP, Berthoud. Info: 800/242-6581.

* FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 407/793-3394.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, MX of Marion County, Marion. Info: 407/333-2356.

ILLINOIS TRIALS - NITRO, Buffalo Range Riding area, Ottawa. Info: 708/931-1530.

ILLINOIS SHOW - 11th Annual Motorcycle Rodeo, Parts Extravaganza, Ride-In Bike Show, Will County Fairgrounds, Peotone. Info: 319/462-6011.

KENTUCKY HARE SCRAMBLES - Mid South Hare Scrambles Series, Saddleback East. Info: 615/859-0873.

* MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Southwick. Info: 413/772-0685.

MASSACHUSETTS HARE SCRAMBLES - NETRA, Greylock, Windsor. Info: 203/875-5757.

* MISSISSIPPI MOTOCROSS - NMMA Latimer Park Motocross, Latimer Park Baldwyn, Baldwyn. Info: 601/365-8307.

MISSOURI HARE SCRAMBLER - Spare Parts, Kawasaki, Suzuki , Knobnoster. Info: 573/897-4318.

NEW HAMPSHIRE MOTOCROSS - New England Motocross Assoc., Keene. Info: 860/928-2138.

* NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series/Yamaha Contingency, Ace Motocross, Modena. Info: 914/463-2093.

NEW YORK TRIALS - District 4, Oswego. Info: 607/687-3784.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association, Bismarck. Info: 701/343-2094

OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.

* OHIO MOTOCROSS - Sponsor Day, Kenworthy's Motocross. Troy. Info: 513/33-4763.

OREGON POKER RUN - OMRA/Mount Scott, Mike Stewart Poker Run, non-points event, Tillamook. Info: 503/678-2779.

OREGON POKER RUN - By Salem, OR HOG. South Bend Wilsonville Rest Area. Wilsonville. Info: 503/648-6760.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290

PENNSYLVANIA YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Shippensburg. Info 410/273-9035.

SOUTH CAROLINA MINI-MOTORCY-CLE ROAD RACING - Smoky Mountain-Mini Road Racing Assoc., Palmetto Super Track, Elgin. Info: 704/376-5389.

* TEXAS MOTOCROSS - Bolt Promotions Inc., LCS Racing, Greenville MX Park, Greenville. Info: 903/450-0017.

* VIRGINIA MOTOCROSS - AMA/District 13, District 29, Hammerhead Grand Championship Motocross Series, Axton. Info: 540/650-3378 or 650-3055.

WASHINGTON ROAD RACE - WMRRA, Seattle. Info: 206/972-4499.

WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., North Amer. A classes, Clubgrounds, Lake Mills. Info: 414/297-9367.

WYOMING HALF MILE - AMA/Motorsports of America, Central Wyoming Fairgrounds, Casper. Info: 800/544-8714.

*WYOMING MOTOCROSS-HPMA/Rock Springs Motocross Assn., Rock Springs. Info: 307/352-6791.

Mon, July 15

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

Tues, July 16

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, July 17

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MARYLAND SHORT TRACK - 1/10 Mile Dirt Short Track, District 7 Amateur and Youth Classes Plus Pro and XR100 (No Knobbies) Silencers Required, Baltimore County Trail Riders Assoc. & Cockeysville Optimists, Timonium Maryland State Fairgrounds, Maryland. Info: 410/661-6686.

Fri, July 19

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* MICHIGAN MOTOCROSS - MRA-sanctioned, Milan Cycle City, Milan. Info: 313/439-7735 or 289-2100.

* NEVADA MOTOCROSS - CMC/Scott Bikini Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

July 20-21

CALIFORNIA DUAL SPORT - AMA District 37, Troy Meadows, Overflow Campground, Woodland Hills. Info: 818/340-1016.

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

MASSACHUSETTS DUAL SPORT - AMA/Hoosac Valley M.C. Dual Sport Trail Ride Series, Adam. Info: 413/743-4146.

MASSACHUSETTS TURKEY RUN - NETRA, Al Eames Memorial National Trail Ride/Dual Sport, Adams. Info: 203/875-5757.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info: 405/677-3333 or 800/224-7890.

OREGON POKER RUN - OMRA/Trailsmen, Kid's Field Day, non-points event, Tillamook. Info: 503/678-2779.

* UTAH MOTOCROSS - Cedar Raceway, Cedar City. Info: 702/631-6848.

Sat, July 20

* CALIFORNIA MOTOCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 6, Las Banos. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross, Perris Raceway. Info: 909/653-4042.

CALIFORNIA TRIALS - AMA/ French Cup, Sacramento. Info: 916-753-2519.

COLORADO SHORT TRACK & TT - IMI/ Dirt Karts, QTR Midgets, Denver. Info: 303/286-1813.

CALIFORNIA STADIUMCROSS SUMMER SERIES - AMP Racing/Clawson Motorsports/FMF/Mechanix Wear, Chowchilla Fairgrounds, Chowchilla. Info: 209/541-0860.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

COLORADO SUPERCROSS - SRAC/Concept, Colorado Springs. Info: 800/242-6581.

FLORIDA MOTOCROSS - Sun State Raceway, Ona. Info: 941/776-0303 or 735-1616.

* ILLINOIS STADIUM MOTOCROSS - AMA/Suzuki Dual State Challenge, McHenry Co. Fairgrounds, Woodstock. Info: 815/728-0823 aft. 5:30 pm.

KENTUCKY MOTORCYCLE SUPERCROSS - Night Races, Hillbilly Raceway, Hatfield. Info: 606/353-4740

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

* NEVADA SHORT TRACK - AMA/District 36/After Euro-Brit Show, Fuji Park, Carson City. Info: 916/873-0834.

NEW YORK MOTOCROSS - AMA/Outdoor Championship Series, U.S. Women's Motocross League, Undilla. Info: 714/837-3374.

* NEW YORK SHORT RACE - Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NEW YORK MOTOCROSS - Yamaha Contingency Race, Island Motocross of NY Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

NORTH CAROLINA MOTOCROSS - 226 MX/Series Round 11, Blue Ridge Yamaha, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - N.A.M.E. Night Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

OHIO MOTOCROSS - AMA/District 11, Action Sports Promotions Inc., Nelsonville. Info: 614/594-6686.

* OHIO SHORT TRACK - Micro Sprint Champ, Scotty Brown International Racing, Bear Creek Speedway, Canton. Info: 330/837-5694.

* OHIO SUPERCROSS - Western Reserve Motorcycle Club (CRA), Salem. Info: 330/337-8077

* OHIO DIRT TRACK PRO-AM & ATV, - D&B Racing, Logan County Fair, Bellefontaine. Info: 419/991-8124 or 419/991-3210.

* OHIO MOTOCROSS - MRA-sanctioned, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

Sun, July 21

CALIFORNIA TRIALS - AMA/ French Cup Vintage, Sacramento. Info: 916-753-2519.

CANADIAN/B.C. MOTOCROSS - CMA Race. Mission Raceway Park. Info: 604/533-0233.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Orlando MX Park, Orlando. Info: 407/333-2356.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* KANSAS MOTOCROSS - KMSA/In Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS ENDURO - NETRA, Tri State, Oxford. Info: 203/875-5757.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Middleboro. Info: 413/772-0685.

* MISSOURI HARE SCRAMBLER - Show-Me Motorsports, Suzuki & Yamaha, Jefferson City. Info: 573/295-4324.

* NEVADA MOTOCROSS - CMC/Vintage Bike Race, Silverstate Motocross, Carson City. Info: 702/267-4392.

* NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., Harpursville. Info: 607/693-3215 or 693-2634.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. Noonan. Info: 701/343-2094

NEW YORK MOTORCYCLE RACES - Silver Springs. Info: 716/786-5596

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

OHIO HARE SCRAMBLES - CRA/Salem Motorcycle Club, Salem. Info: 330/482-2971 or 332-9465.

* OHIO MOTOCROSS - Amherst Meadowlarks M.C., Amherst. Info: 216/988-9100.

OHIO HARE SCRAMBLES - Ohio State Championship. Constitution Ridge Raceway, Belpre. Info: 614/593-6704.

* PENNSYLVANIA MOTOCROSS & POKER RUN - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

* PENNSYLVANIA MOTOCROSS - MX/HS, Racer Productions, Summer Sizzler, Brownsville. Info: 304/284-0084.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

VIRGINIA MOTOCROSS - AMA/Victory Sports Racing, Mega Series/Virginia State Championship, Pro Sport, Wytheville. Info: 423/323-5497.

*WYOMING MOTOCROSS- HPMA/Riverton Dirt Squirts, Riverton. Info: 307/856-4338.

Tues, July 23

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, July 24

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* NEW YORK SUPERCROSS SERIES- Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

July 26-28

CALIFORNIA DESERT RACE - Baja Promotions, The Triple Crown of Cal-City High Desert Series/The Midnight Romp II 150, California City. Info: 818/992-6355.

Fri, July 26

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

* KANSAS DIRT TRACK - Vintage Dirt Track Racers Assn., 1/2 mile vintage only, Norton Kansas Fairgrounds, Norton. Info: 918/836-6999.

* MICHIGAN MOTOCROSS - MRA-sanctioned, Milan Cycle City, Milan. Info: 313/439-7735 or 289-2100.

* NEVADA MOTOCROSS - CMC/Michael's Reno Suzuki & Yamaha Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* NORTH CAROLINA FLAT TRACK - Dixie Land Speedway, Elizabeth City. Info: 919/335-7412.

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

July 27-28

CALIFORNIA DUAL SPORT - AMA/District 37, 96 Inyo 250 Dual Sport Trail Ride, Lone Pine. Info: 818/348-8381.

* IDAHO MOTOCROSS - Wild West Nationals, Pocatello Motorsports, Pocatello. Info: 801/972-5074.

KENTUCKY DRAG RACE - AMRA, Southern Region, 1/4 mile, Beech Bend Raceway Park, Bowling Green. Info: 708/250-0838.

* MARYLAND MOTOCROSS - AMA/Dist. 7 & 13, Maryland State Championship, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.0174

MICHIGAN MOTOCROSS - AMA & Dist. 14 Races/Baja Acres Motocross, Vint. Series, Baja Acres. Millington. Info: 517/871-3356.

OHIO HILLCLIMB - AMA/Pioneer Motorcycle Club, Amateur Hillclimb National, Waterford. Info: 614/984-2297.

* OHIO MOTOCROSS - Pro-Am Practice, Kenworthy's Motocross. Troy. Info: 513/33-4763.

WISCONSIN TRIALS - W.O.T.A., Silvermound, Hixton. Info: 715/963-5821.

July 28-Aug 2

MICHIGAN DUAL SPORT - AMA/Cycle Conservation Club, Dual Sport Trail Ride Series, Newberry. Info: 517/782-4567.

Sat, July 27

* CALIFORNIA MOTOCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 7, Las Banos. Info: 209/673-8080.

CALIFORNIA SATURDAY NIGHT MOTOCROSS - Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross , Perris Raceway. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carsbad Raceway. Info: 619/484-1441.

CALIFORNIA SUPERCROSS - Night Racing, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845.

COLORADO MOTOCROSS - IMI, Denver. Info: 303/286-1813.

FLORIDA MOTOCROSS - Sun State Raceway, Ona. Info: 941/776-0303 or 735-1616.

* KENTUCKY 1/2 MILE DIRT TRACK - Pro-Am/Semi-Pro AMA Fast Track Racing-Summer Thunder Series, Bluegrass Speedway, Bardstown. Info: 219/486-7172.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

MONTANA ENDURO - Sandbar Enduro. Big Rock Motorsports, Helena. 406/442-2698

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* OHIO MOTOCROSS - Dunlop/FMF Amatuer Race Day, Kenworthy's Motocross. Troy. Info: 513/33-4763.

* OHIO MOTOCROSS - MRA-sanctioned, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* SOUTH CAROLINA MOTOCROSS NIGHT RACING - Ron Twilley Hardeeville Motocross, Hardeeville. Info: 912/427-9674.

VIRGINIA MOTOCROSS ALL CLASSES - Powerline Motocross Playground, Willis. Info: 540/789-7640 or 789-7260.

* VIRGINIA MOTOCROSS - AMA/Saturday Night Motocross, Danville. Info: 804/836-3633.

Sun, July 28

* ALABAMA MOTOCROSS - 250 A-B-C, Kilpatrick Moto-X, Albertville. Info: 205/561-3495.

CALIFORNIA SHOW - Long Beach Motorcycle Parts Exchange, Long Beach Veteran's Memorial Stadium, Long Beach, Long Beach. Info: 310/426-4641.

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, endurance race, Mountain View, Mead. Info: 303/530-5678.

COLORADO MOTOCROSS - SRAC/CMP, Aurora. Info: 800/242-6581.

CONNECTICUT HARE SCRAMBLES - NETRA, Belltown Scrambles, E. Hampton. Info: 203/875-5757.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Pepsi/Air Dania MX Park, Dania. Info: 407/333-2356.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

KENTUCKY HARE-SCRAMBLE - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Southwick. Info: 413/772-0685.

NEW YORK MOTOCROSS - AMA/MSC/Dist#34/Fall Series/North East MX Series (Formerly Tucker Rocky) Honda, Kawasaki, Suzuki & Yamaha Contingencies, Walden Playboys M.C., Walkill. Info: 914/561-2126.

NEW YORK TRIALS - District 4, vintage - non-points, Sodus. Info: 315/331-6649.

* NEW YORK MOTOCROSS - W.N.Y.S.C., seventh annual Dunlop Day, Hunt Motocross Park, Hunt. Info: 716/476-2697.

* OHIO MOTOCROSS - 125/250 Dunlop Pro National, Kenworthy's Motocross. Troy. Info: 513/33-4763.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* OKLAHOMA DIRT TRACK - Vintage Dirt Track Racers - AMA, 1/2 mile, Oklahoma City Fairgrounds, Oklahoma City. Info: 918/836-6999.

OREGON ENDURO - OMRA/NORA M/C Inc., ISDE Series/Lone Squirrel ISDE, points event, Tillamook. Info: 503/678-2779.

* VIRGINIA MOTOCROSS - AMA/District 13, Hammerhead Grand Championship Motocross Series, Danville. Info: 804/836-3633.

WASHINGTON MOTOCROSS - Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

WASHINGTON POKER RUN - Northwest M/C Assn./Bremerton Cruisers M.C., Sadie Creek. Info: 360/405-1176 or 206/242-7044.

Mon. July 29

PENNSYLVANIA ROADRACE - Reduc Sportbike Association, Pocono Raceway, Long Pond. Info: 215/413-DUCK.

July 30- Aug 3

OKLAHOMA MOTOCROSS - NMA, Grand National Championship, Ponca City. Info: 310/868-8112.

Tues, July 30

CANADIAN/B.C. MOTOCROSS - Night Racing, Mission Raceway Park. Info: 604/533-0233.

Wed, July 31

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MARYLAND SHORT TRACK - 1/10 Mile Dirt Short Track, District 7 Amateur and Youth Classes Plus Pro and XR100 (No Knobbies) Silencers Required, Baltimore County Trail Riders Assoc. & Cockeysville Optimists, Timonium Maryland State Fairgrounds, Maryland. Info: 410/661-6686.

Thur, Aug 1

* ILLINOIS STADIUM MOTOCROSS - AMA Co. Fair Race/Suzuki Dual State Challenge, McHenry Co. Fairgrounds, Woodstock. Info: 815/728-0823 aft. 5:30 pm.

Fri, Aug 2

CALIFORNIA SWAP MEET - Intershows Motorsport Promotions, Motorcycle swap meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPER CROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Chico. Info: 916/347-6686.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

MICHIGAN FLAT TRACK - Auto City Speedway Asphalt Racing Series, 600 Pro, Pro-Am, 250-500cc combined amateur class, Auto City Speedway, Flint. Info: 810/659-0325.

NEVADA MOTOCROSS - CMC/Shaun Palmer's Pro Snow Boarders Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

OHIO MOTORCYCLE RACING - Pro-Am AMA Sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

Aug 3-4

CALIFORNIA DUAL SPORT - AMA/Big Bear Trail Riders, Big Bear Lake. Info: 909/585-7544.

MICHIGAN DRAG RACE - AMRA, National, 1/4 mile, Milan International Raceway, Milan. Info: 708/250-0838.

Sat, Aug 3

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross R6, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 8, Las Banos. Info: 209/673-8080.

COLORADO SHORT TRACK & TT - IMI/Dirt Karts/ QTR Midgets, Denver. Info: 303/286-1813.

KENTUCKY MOTORCYCLE SUPERCROSS - Night Races, Hillbilly Raceway, Hatfield. Info: 606/353-4740

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

MAINE ENDURO - NETRA, Junior Enduro Championship Series, Minuteman Jr., Searsport. Info: 203/875-5757.

* MISSOURI MOTOCROSS RACES - Surdyke Series, Sprout Patch Competition, Billings. Info: 417/744-2593.

* NEW YORK SUPERCROSS SERIES - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - Yamaha Contingency Race, Island Motocross of NY Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* NORTH CAROLINA SUPERCROSS - NAME/Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - 226 MX/Series Rain Date, Fun Cycles, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

WANT ADS

HELP WANTED

Parts Counter Person
Large motorcycle and personal watercraft dealership is looking for a parts counter person . Experience with computers and retail sales or motorcycle / watercraft is a plus. Busy, fun atmosphere. Apply in person. Tues-Sat from 10AM to 1PM. Whittier Fun Center 14043 E. Whittier Blvd, Whittier CA. 90605 CA. (223-26)

MOTORCYCLE PARTS PRO'S NEEDED. Vast experience in touring, sport, cruiser parts and accessories. Great pay and benefits. Also accepting applications for technicians. Steve's Cycle, Mesa AZ. (602) 964-4754 AZ. (224-26)

HARLEY DAVIDSON BMW needs 3 experienced people. Expanding new location.Mechanic/ Partsman/ Service Manager. Excellent wage plus commission, insurance, profit sharing. McCoy's, U.S. 41 Green Bay (800) 662-0276 CA. (224-26)

Full Time
Full time Honda & Yamaha motorcycle & Watercraft dealership is looking for 2 professional, motivated people as a parts counterperson and service writer. Come to work for one of the nations top 10 dealership located in Georgia. Experience preffered please, call or send resume to: Lawrenceville Honda/Yamaha 175 Park Access Dr., Lawrenceville, GA 30245. (770) 822-0089 (770) 822-0089 GA. (224-26)

★★★Bellevue Suzuki Ducati Polaris★★★ http://www.bellevue-suzuki.com
Immediate opening for a top level service technician. We specialize in performance street and road race motorcycles. Excellent compensation, busy year around. Don't miss this opportunity to live and work in the great Pacific Northwest. (206) 747-7360 Dave or Greg.WA. (224-26)

We're Buried!
Experienced technician needed for busy, well established shop, located 25 miles east of Los Angeles. Competitive compensation & benefits. Call John or Tim at Rice Honda Sea Doo (818) 917-7423. CA. (225-26)

Orange Cty Triumph 4 Positions
New Triumph, Used motorcycle dealer needs experienced Parts Manager, Sales Manager, mechanics. Excellent growth opportunity. Call Larry or Bob (310) 677-5800 or fax resume (310) 674-8069. Costa Mesa, Ca. CA. (324-27)

M/Cycle Enthusiats
Accessories parts person needed to cover dramatic increase in business in Atlanta's Motocycle Superstore. Excellent perf based pay plan and a top notch working environment. Some experience helpful. Call Cam to interview between 9:30 AM & Noon @(770) 422-8460 Mon-Wed. Roswell Fun Machines. (225-27)

MECHANIC/SERVICE MANAGER: Experience Mechanic needed for Kawaski/Yamaha Dearlership. Snowmobile and watercraft knowledge helpful. Located in small Idaho town 40 miles from Boise. Great place to raise a family. Desert Mountian Cycle, POB 837, Mountain Home, ID 83647. Call (208) 587-3705 ID. (225-26)

Product Devlopment Technician
Yoshimura R & D is now excepting resumes for the position of : Product Development Technician. The sucessful candidate should posses the following skill's. welding, metal fabrication, mechanical skills, and motorcycle experience is a must. CNC mill/lathe, computers, and administrative skills a plus. Youthful enthusiasum within our fast paced company is necessary. Fax/Mail Resume and salary requirements to : Human Resources, Yoshimura R & D, 4555 Carter Court, Chino CA 91710 Fax (909) 591-2198 CA. (225-28)

Top Sales People
Extremely busy S. California watercraft motorcycle dealership experiencing large growth in floor/phone traffic. If you are able to take advantage of a high volume, high gross, multi-line selling atmosphere, please call! Great pay, fun environment, opportunity for advancement. Will help with relocation expenses for the right individual. Contact Mr. Myers. (310) 945-3494 Fax (310)945-6816 CA. (225-27)

MC & W/C Mechanic Needed
Honda/Suzuki/Kawasaki/Polaris/Sea Doo dealer looking for experience mechanic. Relocate to mid-size town in Northern Nevada. Competitive wages depending on experience. Call Tom at (702)883-6111 or Fax Resume (702)883-6480. NV.(225/TFN)

Experienced Mechanic
Immediate opening for a highly experienced mechanic. Quality is a must year-round work, good pay and 100% paid health plan. (310)306-8595 (225-26)

Job in Paradise
Service manager Honda Sea-Doo dealership 21 years in business Salary bonus benefits . Must have experience, be professional and be computer friendly. I hate turnover City amenities with one hour to beach and mountains. (800)446-8415. OR. (325-26)

So. Calif. multi-line motorcycle and watercraft dealer is looking for a Service Writer and Salesman. Call Jon for Details at (818)287-6167. CA. (225-28)

HONDA YAMAHA KAWASAKI SUZUKI experienced service manager wanted. Openings for service tech. parts and accessary sales person, so. Cal. area. Fax resume (619) 353-2329 or call (619) 353-2110 ask for Mike/Bob. CA. (226-27)

Parts MGR. Job Awaits You
Southern Calif. multi-line dealer seeks to fill immediate opening. Mid-sized dealer ready for experienced individual to make our parts dept. realize full potential. Call 9AM-6PM Tues-Sat. (805) 945-5858. CA. (226)

Pro Circuit
Has openings for in-house sales and other positions. Please send resume or contact Ron Hinson (714)993-5400 CA. (225-26)

Mechanics Needed
Full time, year round, top pay, benefits. Great facility, call Bill (800) 860-0686 Pittsburg, Pa. (226-29)

Counter Person- LA Vicinity
Excellent growth opportunity with growing motorcycle salvage operation. Fax resume (818)568-8880 (800) 626-1888. CA. (325-26)

Harley-Davidson Tech
Technicians needed and service manager factory certified with PHD. background. Professional attitude, appearance and you must have your own tools. Send resume PSHD P.O. Box 915 N. Palm Springs, CA 92258 Attn: Deven or Joe. (619)329-1448 or Fax (619)251-1098. CA. (325-27)

Inside Sales Positions Available
Xtreme Designs Inc. is looking for motivated and enthusiastic individual. Industry experience preferred for more information contact Chris Morton by fax (619) 630-3431 or phone (619) 630-6370 CA. (226-27)

Service Writer Dispatcher
Large multi-line motorcycle, personal watercraft & jetboat dealer is looking for good customer skills, experience a plus. Excellent pay and benefits package for the right individual. Contact Mark at Daytona Fun Machines (904) 238-0888 or fax (904) 253-6796. Immediate opening. FL. (226-27)

Salesman & Service Tech.
We just moved into our new 25,000 Sq.Ft. facility and need another top notch mechanic & sales person. Guaranteed income, insurance, 5 day work week. M/C - W/C experience preferred. Kawasaki of Las Vegas, 3800 N. Rancho Drive, Las Vegas, Nv. 89130 (702) 656-1955 (fax) (702) 656-0277. NV. (226-28)

Experienced Service Technician
Busy multi-line dealership in Santa Cruz, Ca. has an opening for a top technician. 5 day week, year-round work with good pay and benefits. Call Rick or Pete at All American Honda-Suzuki Kawasaki. (408) 476-8100 Fax (408) 479-1738. CA. (226-27)

MC/PWC/ATV technicians, experienced and apprentice needed at award-winning Suzuki, Yamaha, Polaris dealer near California's silicon valley. Small town living near metropolitan area. Challenging and rewarding. Clark. (408) 842-9955. CA. (226)

Sales Professional Wanted
6-line motorcycle/watercraft dealer. Extremely busy. Excellent career opportunity. Los Angeles area. Paul. (888) 573-2366. CA. (226)

Service Technicians
Experienced and entry level needed for one of the nations #1 dealers. Excellent career positions with year round work at great so. Cal. beach location. Call Garry at (714) 646-2428. CA. (226)

We Are Buried In Work!!!
Need master motorcycle technician and master watercraft technician. Year round work and pay. Call Pete or Steve (615) 859-7292. TN. (326-27)

CNC Machinist
Leading Honda and Acura performance parts manufacturer seeks CNC machinist. Responsibilities include setup, operate, program, 2 Haas CNC Mills, 3-5 years experience required. Send work history and salary requirements to DC Sports 286 Winfield Circle, Corona, Ca. 91720. (909) 734-2030 Fax (909) 734-2792. CA. (326)

Service Manager
Job opportunity in established Harley-Davidson dealership as service manager. Manager skills a must, customer skills a must, H-D knowledge a must. Growing dealership 2 miles from Philadelphia. Opportunity to aggressive minded. Ask for Barbara (609) 456-4141. NJ. (326)

JOB OPPORTUNITY in established Harley-Davidson dealership as service technician. AMI, MMI or PHD. Certified a must. Growing dealership 2 miles from Philadelphia. Opportunity to aggressive minded. Ask for Barbara (609) 456-4141. NJ. (326)

Parts & Accessories MGR
San Diego Area Kawasaki Suzuki Jet Ski dealer. Growing rapidly. We are serious about getting the job done, but have fun doing it. (619) 442-0678. CA. (226)

Sales Manager/Sales
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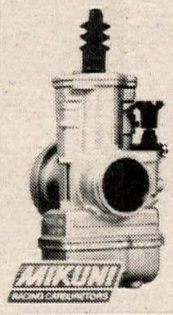

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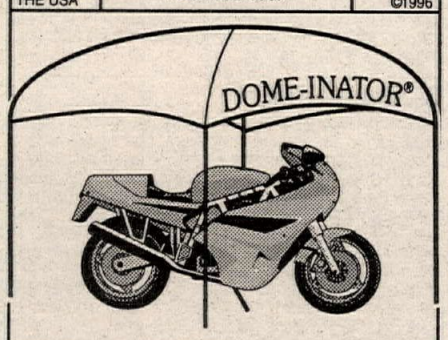

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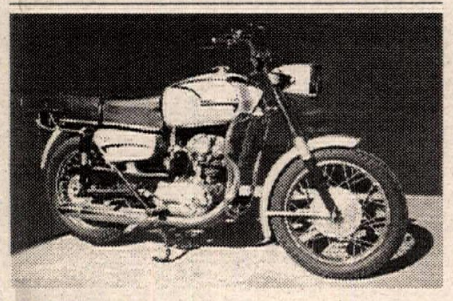

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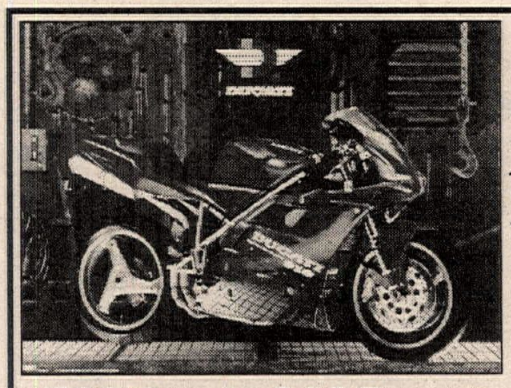

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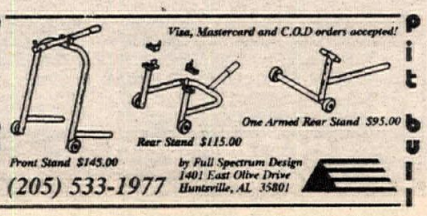

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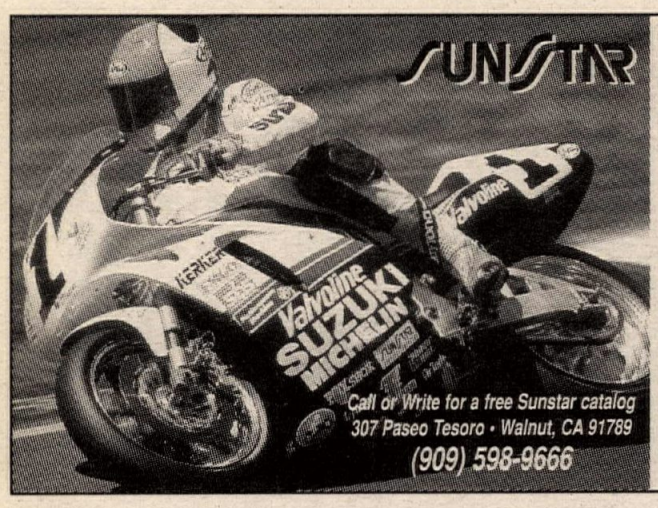

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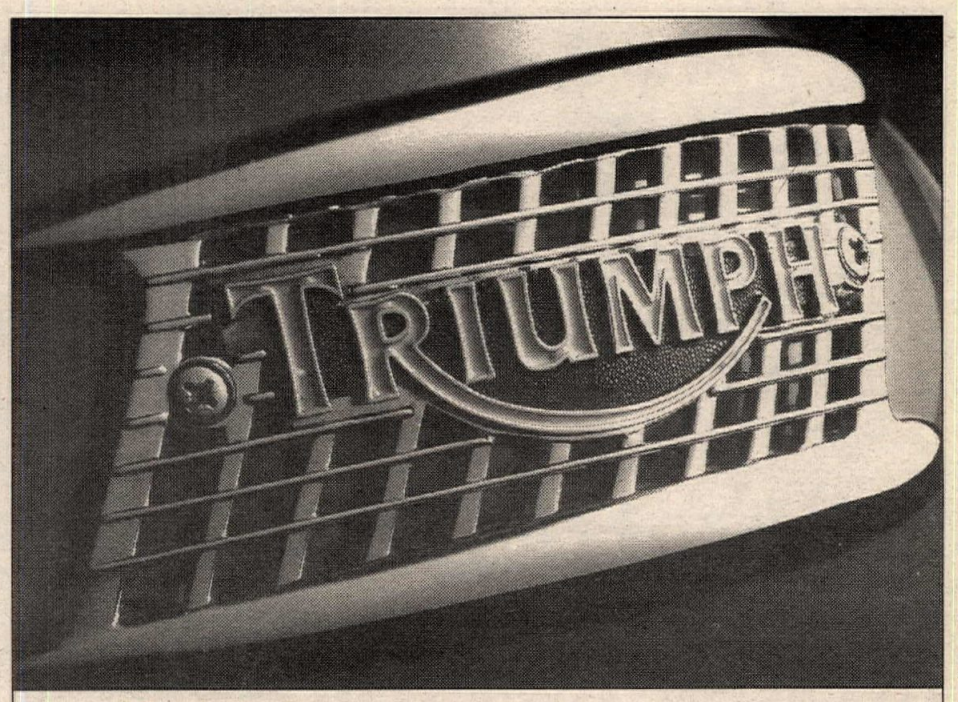

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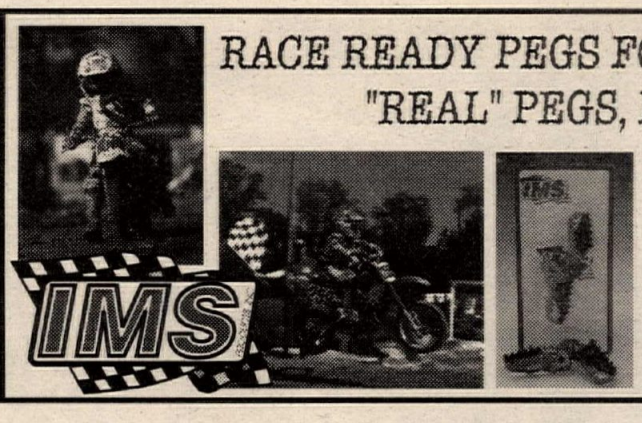

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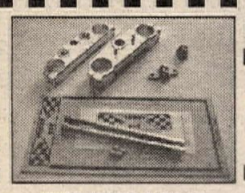

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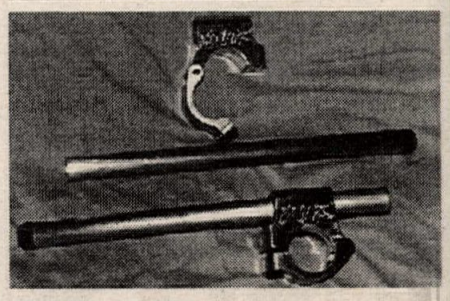

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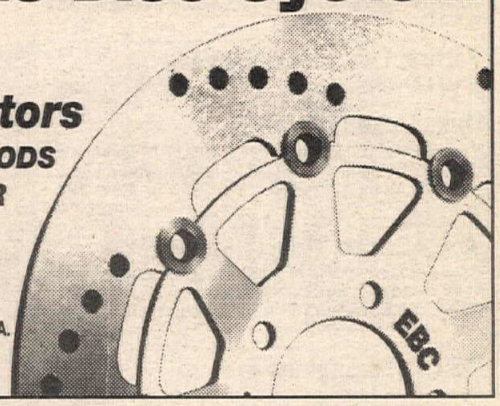

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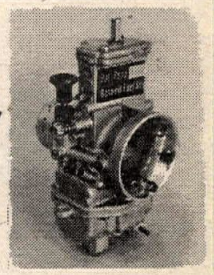

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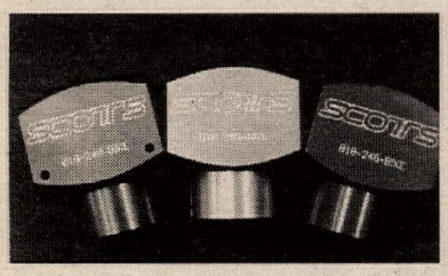

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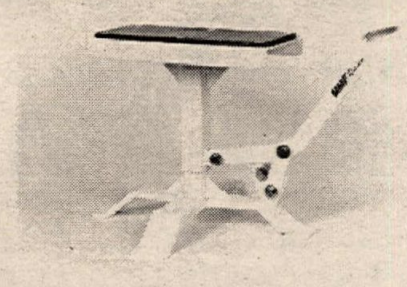

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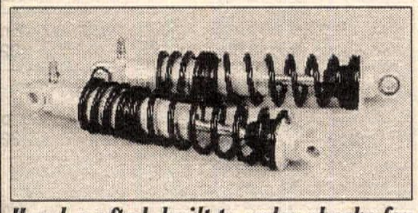

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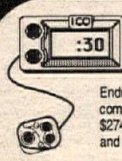

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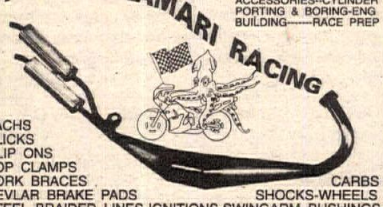

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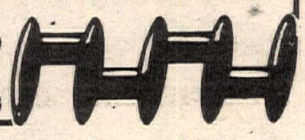

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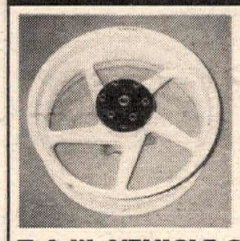

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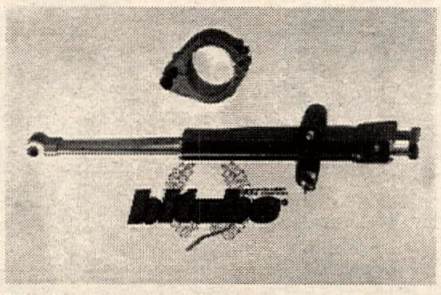

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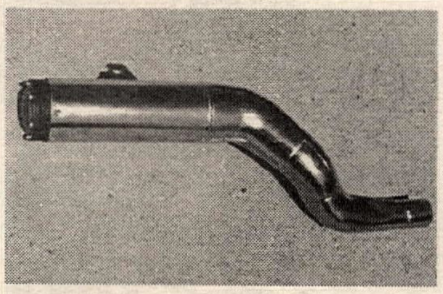

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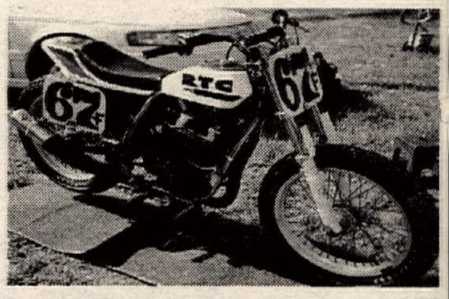

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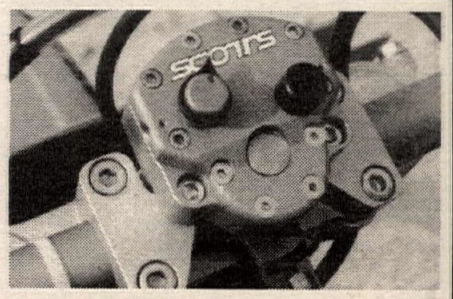

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TEARDOWN

By Paul Carruthers

For one day last week I was a biker. Maybe not your stereotypical biker, but a biker nonetheless.

With an upcoming issue of *Cycle News* scheduled to feature Cruisers, we have been inundated of late with Fat Boys, Royal Stars, Vulcans, etc., in our test fleet. The bikes - in all their chrome and leather glory - have been ridden to and from work by a host of different staffers, but last week was my turn to try my hand at being really cool.

With some prodding from *Personal Watercraft Illustrated* associate editor Jeff Hain, I decided to see what all this Cruiser hype was about - firsthand. Sure I'd spent some time riding Cruisers, but I'd never really taken part in that true Cruiser lore, otherwise known as riding to some hangout in really cool biker attire to eat and drink with other "bikers."

My first problem was the biker attire. I don't own any. Okay, I've got a leather jacket or two, but they were at home. There are leathers hanging in my office, but I didn't think I'd be accepted as part of the Cruiser fraternity if I showed up wearing full road racing leathers. Ditto for my boots. As for a helmet, my office cabinet is full of them, but none are of the really cool, black half-headed-with-a-spike-on-top-to-hold-dinner-receipts-or-phone-messages variety. I was left wondering how my Norifumi Abe replica Shoei was going to go over with the Harley crowd.

As for my attire... well, I was sort of stuck with what I had on. A pair of faded jeans, a collared shirt and a pair of Airwalks. I would be about as inconspicuous as Pee Wee Herman in a Gold's Gym. Throw in the fact that I would be riding a Royal Star and not a Harley, and I was a little worried. Luckily, I wasn't exactly headed to the Boot Hill Saloon. Instead we were off to Cook's Corner, an Orange County, California, version of "Bikerville" (every Wednesday, spaghetti is served at Cook's and the $1 all-you-can-eat price tag virtually guarantees that every doctor and dentist with a Cruiser will make the trip).

After a last-minute helmet change - I went with the Luca Cadalora replica Arai, thinking that it at least went with the fare being served - we were off. Jeff was riding the Vulcan, I was aboard our tricked-out Royal Star. (Tricked-out, in this case, meant more leather and chrome than normal. Our aftermarket exhaust system hadn't been installed yet, but this was a good thing because I was sure I wasn't ready to be that cool, yet.)

Jeff rationalized that by taking the Pacific Coast Highway through Huntington Beach, Newport Beach and Laguna Beach his best chance of "pulling chicks" would be realized, so that was the route we took to Cook's. Jeff had also somehow got his hands on a really cool black, half-helmet (unfortunately, spikeless) from someone in the office, though I noticed it was in his saddlebag and not on his head. As it turns out, he would stop about four miles from Cook's Corner, put his full-face helmet in the saddlebag and replace it with the cooler version and, naturally, wrap-around sunglasses. I was stuck with Luca and no sunglasses. On the cool scale, upon arrival at least, Jeff was much cooler than I.

We were traveling along PCH rather unnoticed until we reached Huntington Beach. At that point, I heard the guy in the car next to me at the stoplight yelling, "Sixteen-five, sixteen-five."

I was absolutely clueless as to what he was yelling about, so I ignored him. "Sixteen-five, sixteen-five," he continued. Finally, I decided to look over at him.

"You paid sixteen-five for that thing," he declared, frowning at the Royal Star.

I wanted to scream back at him: "Two-five, two-five," in reference to the approximate worth of his three-year-old Hyundai, but I decided not to stoop to his level and I carried on when the light turned green. I had just been ridiculed by a guy in a Hyundai and it took me three lights to fully recover my level of cool.

Until we reached Newport Beach, we were the coolest two guys on PCH. Then we stopped and put our sweatshirts on. Still we were cool. Way cool, actually. Throughout our 35-or-so-mile ride, nearly every driver who pulled up next to us stared at our bikes - or quite possibly my Airwalks - giving us the thumbs up while smiling those smiles of envy.

We were out cooled, however, upon arrival in Laguna Beach. That's when a guy on a completely restored BMW R69 pulled up next to us at a stop light. The bike was cool. The guy was cool. And his attire was cool in an unpretentious way. But even he took a liking to the Royal Star. Our conversation was brief (two stoplights) and since he wouldn't trade his black half-helmet for my Luca, we carried on toward our different destinations.

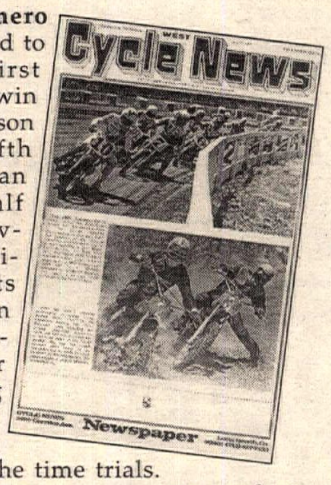
After stopping for Jeff's helmet change, we finally arrived at Cook's Corner - too late for spaghetti, but not too late to see what the attraction was in the hills behind Lake Forest and Rancho Santa Margarita. Even though I figured that $1 spaghetti would attract a few people, I was still surprised at just how many motorcycles and motorcyclists had assembled there. Since I live only five or so miles down the road from Cook's, I've seen the seemingly endless parade of motorcycles that head up and down El Toro Road on the weekends. But I'd only ever driven or ridden by the place, never stopping to see what it was all about.

It wasn't as intimidating as I thought. We pulled in safely, no one glared at Luca, no one made fun of me for being on a Yamaha. No girls ran to Jeff wanting to hold his really cool helmet. Except for my shoes and my lack of either a degree in medicine or law, I fit in pretty well at Cook's Corner and we had a good time. In fact, I wouldn't be surprised if Airwalks become the rage with bikers everywhere. Hey, they come in black.

Jeff says we're going back to Cook's this week. I'm even thinking about taking the Harley. This time, Luca stays home. CN

LOOKING BACK...

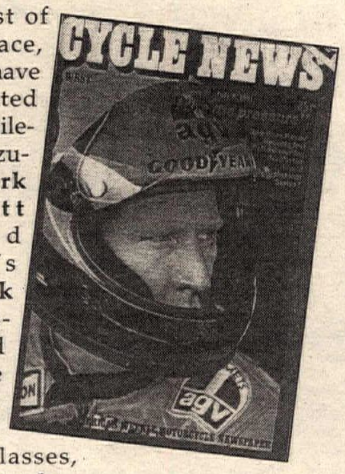
25 YEARS AGO...
JULY 13, 1971

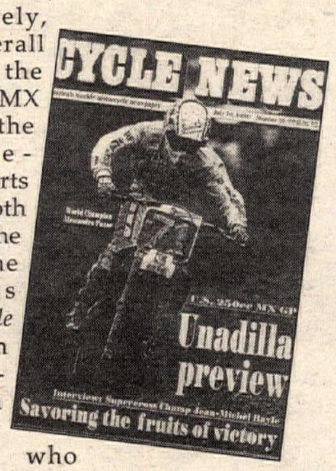


Gene Romero raced to his first national win of the season at the fifth annual San Jose Half Mile, giving Triumph its first win of the season after taking first through third in the time trials. **Eddie Mulder**, also on a Triumph, finished second and **Jim Rice** rounded out the top three... Husky-mounted **J.N. Roberts** took both 500cc Expert wins, just ahead of **Rich Thorwaldson** on his Suzuki, at the Dual European Scrambles in California City, California. **Larry Pfutzenreuter** won the 250cc Expert class on a Bultaco... *Cycle News* continued its ongoing story on the ins and outs of enduros and the ongoing maintenance of your enduro mount.

15 YEARS AGO...
JULY 8, 1981

Mickey Fay won the Santa Fe TT National and became the 12th different winner out of 13 Nationals... **Hank Scott** joked about being paid twice after winning the inaugural Smokey Mountain Half Mile after leading most of the race, only to have it restarted after a pile-up... Suzuki's **Mark Barnett** and Honda's **Chuck Sun** disciplined the 125cc and 500cc classes, respectively, with overall wins in the National MX series at the Broome-Tioga Sports Center. Both had won the event the previous year... *Cycle News* ran an interview with **Kenney Roberts**, who was trying to win his fourth consecutive 500cc World Championship. He was not successful.





5 YEARS AGO...
JULY 2, 1991

Chris Carr beat Harley-Davidson teammate **Scott Parker** and **George Roeder** at the Lima Half Mile...Vance and Hines Yamaha's **Jamie James** survived the war of attrition at the Road America National, as early race leaders **Scott Russell** and **Miguel DuHamel** had mechanical problems. **Thomas Stevens** finished second and **Rich Arnaiz** finished in third... *Cycle News* did an interview on newly crowned AMA Supercross Champion **Jean-Michel Bayle** entitled: "This Frenchman is no joke"... **Mike Healy** scored his first-ever 250cc World GP victory in Baldasserona, San Marino, with a 1-2 moto score. CN

Bruce Ogilvie on his Harley-Davidson race bike during a D-37 desert race in California in 1971. Photo from the *Cycle News* Archives.

CAMEL LIGHTS

11 mg. "tar", 0.8 mg. nicotine av. per cigarette by FTC method.

SURGEON GENERAL'S WARNING: Smoking Causes Lung Cancer, Heart Disease, Emphysema, And May Complicate Pregnancy.

CAMEL

THIS CAMEL KICKED

Congratulations to Miguel Duhamel and the Smokin' Joe's Honda Team for taking both the 600cc Supersport and Superbike races at the Loudon Camel Classic in New Hampshire. Duhamel's two wins marked the fourth time this year that he has swept both events.

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